

FLORIDA

Highways

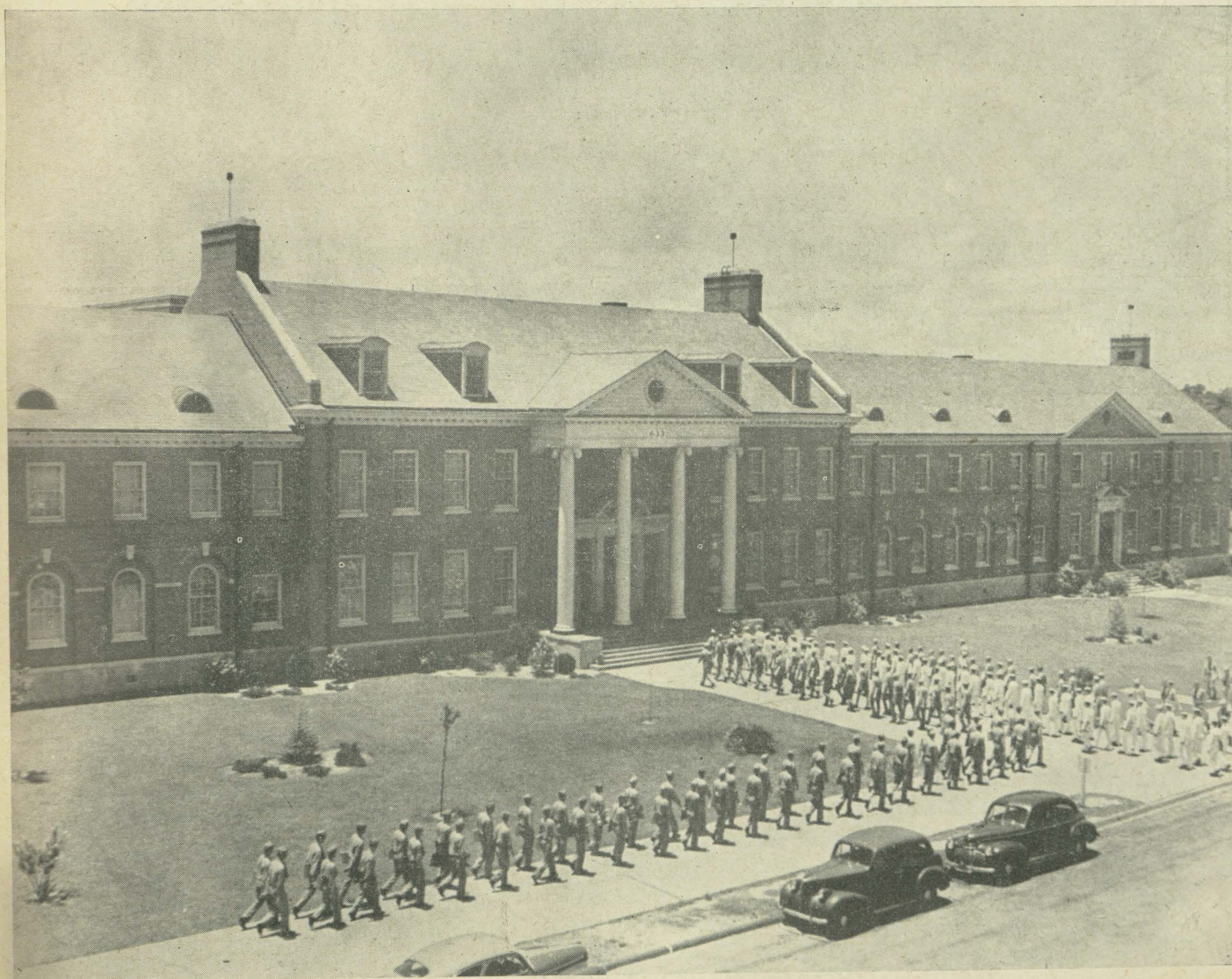


Publication of

State Road Department---Highway Patrol---County Commissions

VOLUME 11
NUMBER 9-10

AUG.-SEPT. 1943



—Official U. S. Navy Photograph

NOEL DAVIS HALL, ground school building, where naval aviation cadets spend many hours of classroom study on engine theory, operation, navigation, at Naval Air Training Center at

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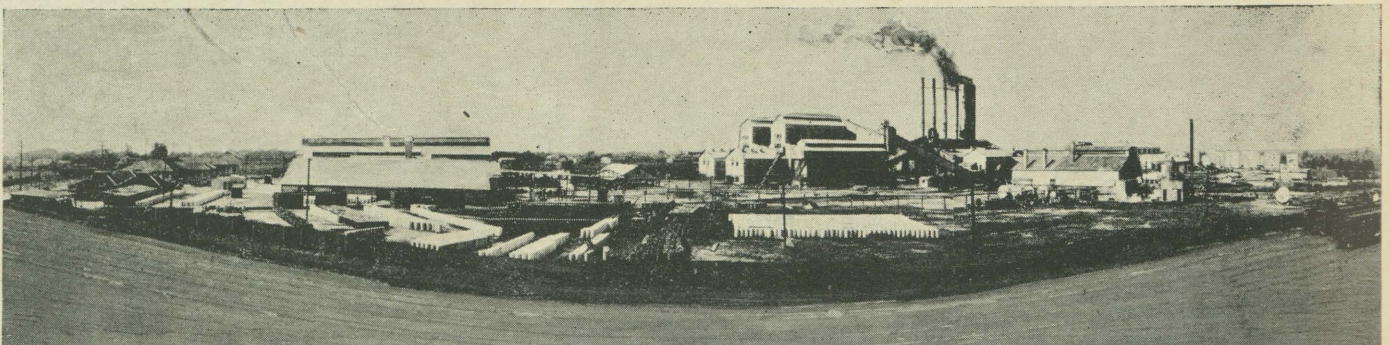
Industrial Timbers

Planing Mill Stocks

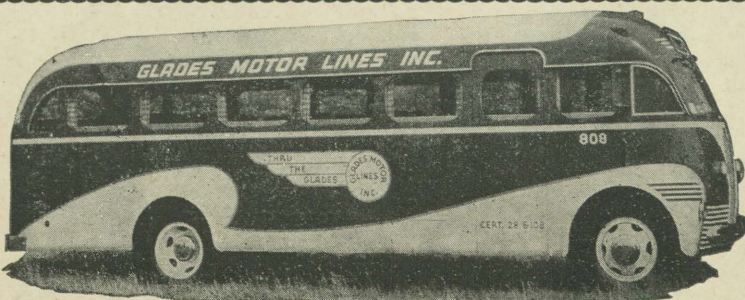
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Mrs. W. H. Dowling

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ADVERTISERS' INDEX

Alaga Coach Lines, Inc.	33	San Carlos Hotel	34
Armco Drainage & Metal Products, Inc.	26	San Juan Hotel	31
Associated Concrete Pipe Co.	29	Seabrook Hardware Co.	33
Avery Inn	33	Shelley Tractor Equipment Co.	B. Cover
Bay Line, The	34	Sherman & Sons, Inc.	20
Benton & Company, Inc.	27	Sherman Concrete Pipe Co.	26
Birmingham Slag Co.	8	Sherrill Oil Co.	34
Burgman Tractor-Equipment Co.	B. Cover	Sprague Construction Co.	24
Byrne Organization	6	St. Andrews Bay Towing & Lighterage Co.	20
Caddell, M. C.	10	Stewart, R. B.	24
Cash & Carry Lumber Co., Inc.	28	Sunrise Motor Co.	29
Churchwell Co., J. H.	26	Tampa Armature Works	24
Citizens Oil Co., Inc.	34	Tampa Lumber & Creosoting Co.	27
Cleary Bros. Construction Co.	30	Tampa Stock Farms Dairy	27
Clewiston Motor Co.	B. Cover	The Ft. Myers Shipbuilding Co.	6
Cobb Construction Co., W. L.	28	The New Florida Hotel	28
Cogswell, A. R.	25	The Seaboard Oil Co.	26
Conner & Sons, J. W.	27	Turner Co., The C. H.	34
Copeland Bros.	32	U. S. Phosphoric Products	10
Craggs Construction Co., Jas. H.	In. B. Cover	Valencia Garden	24
Crenshaw Bros. Produce Co.	24	Watkins System, The	34
Cummer Lime & Manufacturing Co.	32	Wedgeworth's	20
Diamond Sand Co.	28	Wohl & Sons, Louis.	24
Dill, Robert J.	10	Wolfe Construction Co.	10
Dothan Ice Cream Co.	In. B. Cover	Wood-Hopkins Contracting Co., Inc.	24
Dowling & Camp, Inc.	In. F. Cover	Woodstock Slag Corporation	25
Drainage Machinery & Supply Co.	29		
Drew Co., H. & W. B.	26		
Duda & Sons, A.	20		
Dunham Concrete Co.	31		
Epperson & Co.	24		
Eppinger & Russell Co.	27		
Faulk & Coleman	20		
Fisher Hardware Co.	28		
Florida Contracting Co.	27		
Florida Crushed Stone Co.	32		
Florida Equipment Co.	In. F. Cover		
Florida Gravel Co.	34		
Florida-Georgia Tractor Co.	B. Cover		
Florida Motor Lines	25		
Florida Motor Service, Inc.	24		
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Florida Sand & Excavating Co.	26		
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Ft. Myers Builders Service	24		
Fuller Music Co.	20		
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Glades Motor Lines, Inc.	In. F. Cover		
Goethe, P. B.	31		
Gould Welding Co., R. J.	24		
Great Southern Trucking Co.	30		
Guaranty Title Co.	28		
Hardaway Contracting Co.	8		
Hartsell Bros.	20		
Hooper Construction Co.	6		
Hotel Marion	32		
Huck Paint Co., Inc., M. O.	26		
Hunt Bros.	28		
Huppel, Al.	31		
Joe's Tire Shop	29		
Kennelly Transfer & Storage Co., Inc.	25		
Kirchman, A. E.	29		
Lamar Hotel	31		
Limerock Association	33		
Maddox Foundry & Machine Works	32		
Markham Bros. & Co.	10		
McCormick & Sons, Inc., B. B.	26		
McIntosh, B. D.	30		
McLean Iron Works	8		
Medlock Tractor Co.	30		
Mexican Petroleum Corporation	33		
Miami Parts & Spring Co.	29		
Midyette-Moor	33		
Miller Machine Co.	31		
Mills Rock Co.	29		
Motor Fuels Transport, Inc.	10		
Naranja Rock Co., Inc.	30		
National Trailways	6		
Newport Industries, Inc.	In. F. Cover		
Noonan Construction Co.	20		
Ogden, M. B.	26		
Oolite Rock Co.	29		
Orlando Transit Co.	31		
Pasco Supply	4		
Paul Smith Construction Co.	27		
Petroleum Carrier Corporation	25		
Phillips & Co., I. W.	24		
Portland Cement Association	In. B. Cover		
Rand's Complete Service	10		
Ray-Brooks Machinery Co., Inc.	8		
Respass Engaving Co.	24		

DOPING OF GAS RISKY

If you don't want to put your car in mothballs—don't put mothballs in your car!

That, in a nutshell, is the advice of motor vehicle experts to drivers who have resorted to the risky process of "doping" their gasoline with everything from mothballs to alcohol in an attempt to build a "super-fuel" that will stretch out precious mileage.

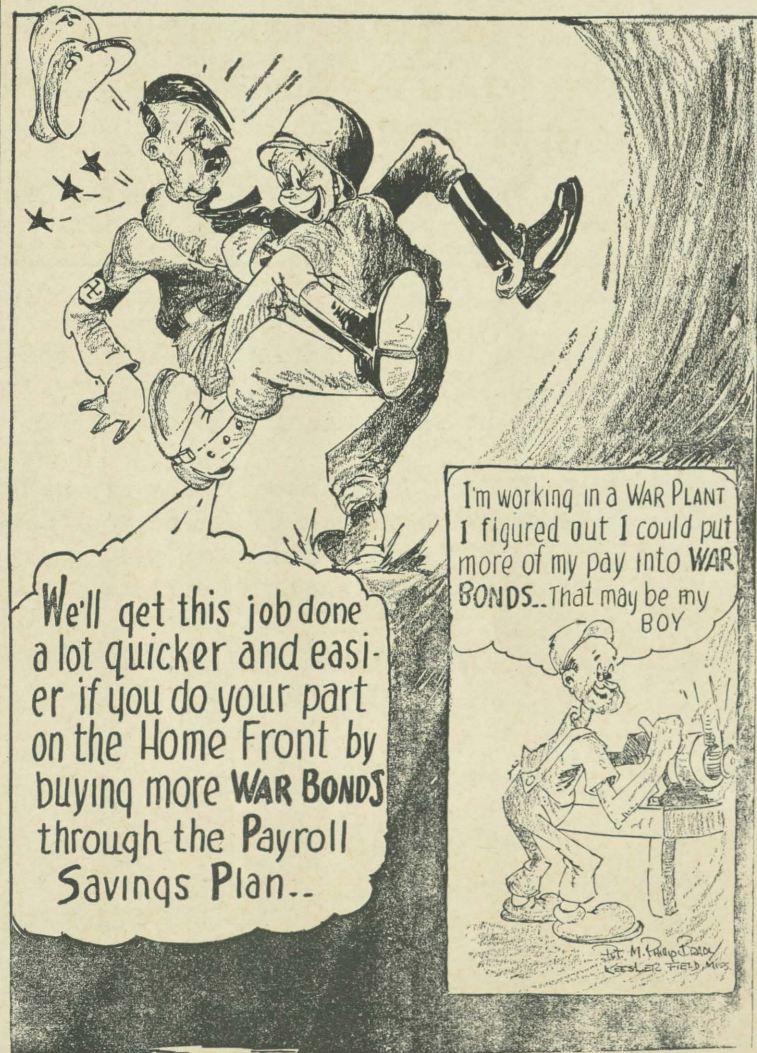
Widespread evidence that this and many other dangerous practices are being followed by hundreds of thousands of motorists in States where gasoline rationing is in effect is reported by the safety education department of the Aetna Casualty and Surety Company.

Among these dangerous practices are the use of home-made superchargers and amateur devices to preheat the fuel, "leaning out" mixtures and coasting on hills.

"Gasoline saving must not be made at the expense of safety," motor vehicle experts point out. "There is a difference between checking waste and courting trouble."

The cigarette tax is a war measure, enacted for the duration. It is estimated that it will raise \$3,500,000 a year for old age assistance and assistance to counties deprived of revenue due to the wartime regulation of pleasure driving which caused the closing of horse race tracks in the State.

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U. S. Treasury Department

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ATLANTA, GEORGIA

August 30, 1943

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If you are in need of any of the above materials or need expert advice on what to use on your next job or how to keep maintenance at a minimum, we will appreciate your inquiry by letter, wire or telephone call to 787, DeLand, Florida.

Assuring you of our appreciation of any inquiry you may entrust to us, we are

Very truly yours,

PASCO SUPPLY,

W. D. LeVeille

Sales Manager.

FTB/wdlv

Transactions of Meeting of Florida State Road Department

HELD IN MIAMI, JULY 26

The State Road Department of Florida met in regular session at Miami, Florida, on July 26, 1943, with the following attendance:

Thomas A. Johnson, Chairman; Jack F. Townsend, James R. Stockton, O. G. Lindsey, C. Fred Ward, Members; H. H. Bas-kin, Secretary; L. A. Fraleigh, Jr., Assistant Secretary; J. H. Dowling, State Highway Engineer; L. K. Cannon, Assistant Highway Engineer; W. A. Kratzert, Maintenance Engineer; N. L. Bryan, Jr., Federal Aid Engineer; E. S. Fraser, Bridge Engineer; W. M. Parker, Division Engineer Research and Records; C. J. De-

Camps, Division Engineer Right of Way; J. W. Allen, J. R. Slade, H. H. McCallum, N. S. Emery, P. L. Hoskins, Division Engineers; T. M. Shackelford, Jr., Attorney; Pat Shannon, Assistant Attorney; Ralph Odum, Claims Attorney; R. J. Waterston, Jr., Auditor.

APPROVAL OF MINUTES

On motion of Mr. Stockton, seconded by Mr. Lindsey, the minutes of the meeting of June 7 were approved.

APPROVAL OF CONTRACTS AWARDED

On motion of Mr. Townsend, seconded by Mr. Lindsey, the following resolution

was adopted:

WHEREAS, pursuant to due advertisement, the Department did on certain dates as hereinafter indicated receive bids for the construction of certain projects, and for the furnishing of certain materials, as hereinafter listed; and

WHEREAS, the firms hereinafter named were and are hereby declared to be the lowest responsible bidders therefor,

NOW, THEREFORE, BE IT RESOLVED, that the action of the Chairman in awarding the contracts hereinafter listed be and the same is hereby approved, which said contracts are as follows:

Bids received June 1

DA-NR 24(1)	589
DA-WR 7(1)	184
DA-NR 3-A(1)	48

Bids received June 17

5917 & WO 0715	64-73
WO 0593	4
WO 1252, 1060, 0361, 0752, 0261 & 0852	1
5389-5559	47-28
5893	8
WO 0650-0750	12-58
WO 0489, 0589 & 0493	4
6061-5490	4
WO 0410-0316	156-61
5124	500
DA-WR 16(1) & 18(1)	563-579
DA-WR 1-B(1)	48
DA-NR 12(1)	10-10-C
DA-NR 10-A(1)	537
6059	202

Bids received July 15

6005-5021	5-22
5004	2
WO 0529	2
5796	53
5698-5300	500
3211 & WO 1157-1257	218-10
WO 0712 & Proj.	25-2
5326, 5596 & 5230	5-86

Bids received Apr. 26

107 DFGH (1)	4-A
--------------------	-----

Bids received May 14

DAWR 19 (1)	10
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Bids received July 7

WO 0286	140
---------------	-----

Bids received July 23

5152	12
------------	----

Bid of June 9

DA-WR 9(1)	10
------------------	----

On motion of Mr. Lindsey, seconded by SNA-FA 107-B(1)	
SN-FA 107-C(1)	FA Rd. 4-A
SN-FA 107-E(1)	
DA-NR 3-A(1) (4514)	Access 48
117-A(1) (3150) FA	21
FAGN 170-A(2) OFF FA	2
SN-FA 175-G(2) & SN-FAGM	
275-B(1) ON FA	8-4
5022 (2) State	2

APPROVAL OF MEMBERS' EXPENSE ACCOUNTS

On motion of Mr. Townsend, seconded by Mr. Ward, the expense accounts of the members were approved and ordered paid, as follows:

Thos. A. Johnson, 2-23 to 3-3-43	\$33.70
Thos. A. Johnson, Incidentals	
5-4-42 to 3-2-43	15.76

CONSTRUCTION

Duval	
Lee	
Clay	
Pinellas	
Palm Beach	
Holmes, Walton & Washington	
Duval-Union	
Highlands	
Gadsden	
Martin-Palm Beach	
Brevard	
Hillsborough-Polk	
Dixie	
Dade	
Clay	
Bay	
Escambia	
Orange	

Citrus	
Marion	
Columbia	
Santa Rosa	
Madison-Taylor	
Okaloosa	
Lee-Charlotte	

MATERIALS

Monroe	Cover Material
	Semi-solid Asph.
	Tar Prime Mat'l
Franklin	Cutback Asph.
Broward	Semi-solid Asph.
Franklin	Untr. Timber

NEGOTIATED CONTRACT

Bay	Widening Road
SUPPLEMENTAL AGREEMENTS	
Mr. Stockton, the following supplemental	
Monroe	
Clay	
Volusia	
Sumter	
Lake	
Polk	

Thos. A. Johnson, Incidentals	
3-14 to 6-2-43	56.40
Thos. A. Johnson, Incidentals	
3-14 to 6-1-43	24.26
O. G. Lindsey, 5-1 to 5-31-43	16.35
O. G. Lindsey, 6-6 to 6-25-43	39.00
James R. Stockton, 6-6 to 6-7-43	9.00
C. Fred Ward, 5-1 to 6-1-43	27.20
C. Fred Ward, 6-2 to 6-30-43	87.68

Hall & Caddell	\$ 63,844.18
Cone & Manly	288,337.40
Duval Engr. & Contr. Co.	287,146.32

W. H. Armston Co., Inc.	\$28,605.33
A. O. Greynolds Co., Inc.	12,309.33
Coggin & Deermont	38,532.18
L. J. & W. L. Cobb, Inc.	50,328.49
L. J. & W. L. Cobb, Inc.	16,562.30
L. J. & W. L. Cobb, Inc.	15,357.81
L. J. & W. L. Cobb, Inc.	15,301.80
L. J. & W. L. Cobb, Inc.	67,196.17
L. J. & W. L. Cobb, Inc.	24,482.42
L. J. & W. L. Cobb, Inc.	27,498.00
Powers & Archibald	47,586.99
L. J. & W. L. Cobb, Inc.	120,382.51
Hardaway Contr. Co.	145,846.45
Hardaway Contr. Co.	232,184.34
Langston Const. Co.	39,842.50

Brinson Const. Co., J. L. Cone	
& J. D. Manly	\$124,166.89
Brinson Const. Co., J. L. Cone	
& J. D. Manly	95,641.41
Faulk & Coleman	12,415.30
Smith Engr. & Const. Co.	35,630.11
Southeastern Const. Co.	83,755.55
Smith Engr. & Const. Co.	16,584.12
J. L. Cone & J. D. Manly	26,819.90

Naranja Rock Co.	\$ 9,147.50
Mex. Petrol. Co. of Ga.	13,593.16
Barrett Div. of Allied	
Chem. & Dye Corp.	13,986.00

Pan Am. Petrol Co.	\$22,500.00
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Mex. Petrol. Co. of Ga.	2,452.80
------------------------------	----------

J. J. Stoutamire	6,078.48
------------------------	----------

Coggin & Deermont	\$ 8,802.83
-------------------------	-------------

agreements were approved:

Cleary Bros. Const. Co. \$	683.30 Increase
Duval Eng. & Contr. Co.	36,239.98 Decrease
M. J. Carroll Contr. Co. ..	2,217.86 Decrease
Powell Bros., Inc.	65.92 Decrease
Cone Bros. Contr. Co.	5.00 Decrease
J. D. Manly	41.62

ORANGE COUNTY—PROJECT 4538 (5586) —ROAD 22—RIGHT OF WAY

On motion of Mr. Ward, seconded by Mr. Townsend, the following resolution was adopted:

WHEREAS, pursuant to due authorization, the State Highway Engineer has had a section of State Road No. 22, in Orange (Continued on page 29)

BYRNE ORGANIZATION

•
GENERAL
CONTRACTORS
•

Milton

Florida

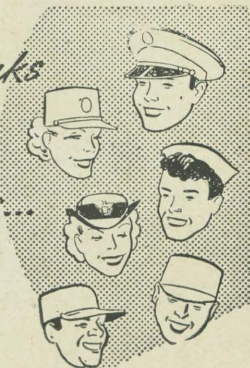
HOOPER CONSTRUCTION COMPANY

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Jacksonville

Florida

*Thanks
for
the
Seats...*



OUR thanks to you when you travel mid-week."

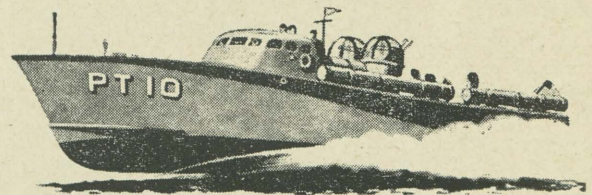
Limiting your traveling to Monday, Tuesday, Wednesday and Thursday, you leave the week-end schedules free for service men and war-workers, who frequently can go no other time.

So when you take your next trip, be sure you travel mid-week and earn the thanks of someone to whom you gave a seat.

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FORT MYERS FLORIDA

FLORIDA HIGHWAYS

Official Publication State Road Department—Florida Highway Patrol
Florida Association of County Commissioners

Authorized medium of Motor Vehicle Division and other State departments.

VOLUME 11 AUG.-SEPT. 1943  6 NUMBER 9-10

J. E. ROBINSON Publisher
SAM ELLIS Editor

CONTENTS

Advertisers' Index	3
State Road Department Minutes, Miami	5-29
Editorial Page	9
Florida Fourth Estate	11-28
Pensacola Has Many "Firsts"	12
Floridian Pilots Churchill	16
Floridians Out For Victory	17
Florida Will Not Be Asleep	18-28
Florida Puts Finger On PAW	19
Capital Chatter	21-26
With County Commissioners	22-27
Court, Catching Up, Recesses	23
Accidents Gain, Deaths Drop	24

A magazine of general circulation and general public interest dedicated to construction and improvement of Florida highways, to traffic safety, public education and all that these imply in the future development of Florida resources and possibilities. Not published at State expense. Manuscripts and pictures intended for publication should be addressed to the editor. Contributions of pictures and reading material are welcomed, but publisher accepts no responsibility for their loss. Permission is hereby given to newspapers and other publications to reprint material contained herein (unless specifically restricted in the title of the material), provided proper credit is given to Florida Highways. Subscription price, \$2.00 per year; single copies 25 cents. Published monthly and entered as second class matter July 11, 1941, at the postoffice at Winter Garden, Florida, under the Act of March 3, 1879.

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Address all correspondence to Florida Highways—not to individuals

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Assistant Highway Engineer
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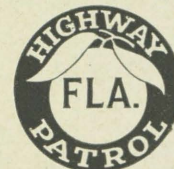
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N. S. Emery Ft. Lauderdale

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Lieutenant Olin Hill Tallahassee
Executive Officer

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Highway Patrol Office Lake City
Lieut. Reid Clifton, Dist. Commander
Highway Patrol Office Chipley

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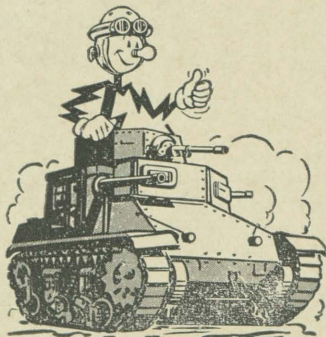
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Branch Mgr.
Orlando

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Bottom
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For D-7 and D-8 Caterpillars

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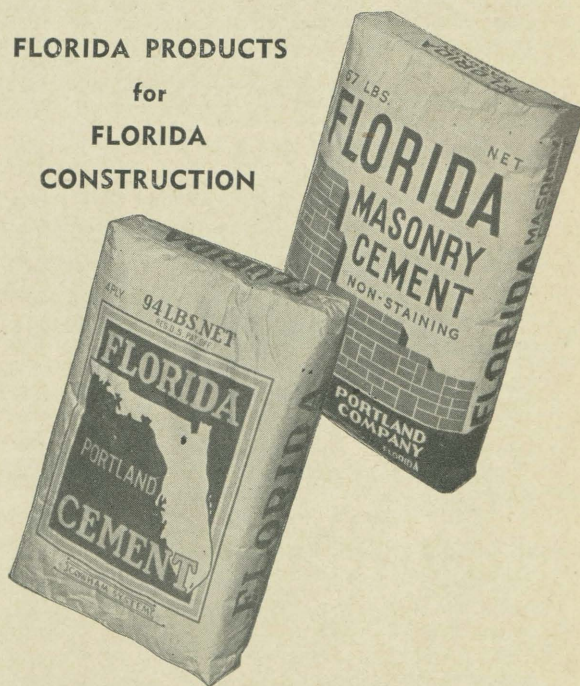
McLEAN IRON WORKS

Palatka, Florida

FLORIDA PRODUCTS

for

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CONSTRUCTION



FLORIDA
CEMENT



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EDITORIALS

Two In One

FLORIDA HIGHWAYS this month combines the August and September issues in cooperation with the movement to conserve paper during the war emergency. Subscribers will be given credit for an additional month on their subscriptions so that they will lose nothing.

This means of conservation of paper stocks is being taken in lieu of an increase in subscription price or advertising rates or reduction in the size of the magazine. Other measures to conserve space also are taken in this issue. We hope that this method of conservation will meet with the approval of readers of the magazine and that the war will be over before further means of conservation will be necessary.

Anxious to Help

FLORIDA WILL PRODUCE more than \$300,000,000 worth of farm food products this year, according to State Marketing Commissioner L. M. Rhodes in a recent statement to State Farmer Market managers gathered at Daytona Beach.

While he did not say so, this figure could be materially reduced yet this year and next year's production could be greatly discouraged if the government does not decide to take price regulation out of the hands of theorists and place it in the hands of experienced men capable of reckoning values on costs of production and prohibit recruited emigration of the State's field workers to other sections of the country. From Orlando during the past month, 438 negroes were recruited and taken by a special train to New Jersey. Many of them were lured from other essential jobs.

At the beginning of a new farming season in Florida farmers are experiencing a shortage of labor in the planting and care of seed beds. Last fall and this early spring it was necessary to call on high school students and others to help in harvesting vegetables and fruits. When time comes for the planting of new crops, Florida farmers are really going to feel the lack of help despite the importation of a few Bahamian farm laborers. Without labor recruiting by out-of-State organizers, there is not a farm laborer to be spared in the State.

In regard to the recruiting of labor by out-of-State persons, Governor Holland has wired Paul V. McNutt, chairman of the War Manpower Commission "that steps be taken immediately to forestall any possible further movement of labor from this State under similar recruiting methods . . . I am prepared to show that it was done in disregard of labor stabilization rules and regulations existing under the War Manpower Act by persons unauthorized by State and Federal law and that the entire procedure followed in making available those laborers for this transportation was high-handed and apparently in utter disregard of Florida's unfilled needs for essential labor . . .

"According to my information this recruiting was

done in the face of reports by Federal Employment Service agents utilized by the Manpower Commission that there was insufficient labor available in Florida to meet recent requests for labor by Florida employers conducting essential businesses such as shipyards, lumber mills and construction work on military bases.

"I further understand that after referrals were issued by Employment Service Representatives, based on investigation ordered by the War Manpower Commission, such referrals were not permitted to be delivered to men on the train and that many men on the train were not covered by referrals and not cleared by the Employment Service but simply recruited away from other essential employment."

The governor's message leaves little doubt but that the government failed utterly in its obligation to protect the State's labor under the Manpower Commission regulations. While Florida farmers are ready and anxious to do their utmost to help feed the people of this and other countries, they certainly are entitled to the proper protection which has been guaranteed them by Federal officials. If they cannot count on that protection they cannot be expected to continue production.

Among items which would help production in Florida, from the standpoint of the OPA, not understood by the theorists now governing that agency, are: An increase in ceilings on poultry products (many poultry farms have gone out of business because they cannot produce to sell at present price ceiling); more priorities on equipment for home products industries (the State could feed itself in this manner if farms had the equipment); elimination of quotas as applied to butchers and packers (Florida meat is good when properly prepared); place a floor on food producer prices with a parity relationship to industrial labor (farmers cannot pay industrial wages for farm work).

The present method of determining price ceilings have been a discouraging factor in Florida production, according to a recent statement of the Florida State Chamber of Commerce.

"Florida farmers face the coming growing season with uncertainty because of lack of proper control over price factors such as labor, feeds, equipment and other items which go to determine their total costs," says the statement, going ahead to urge that immediate steps be taken to rearrange procedure so that all elements of costs can be taken into consideration.

The only way for the theorists who appear to be running things in Washington, insofar as food prices is concerned, to get "next" to what is required for bounteous production, which they claim is needed for success of the Nation's war effort, is to consult competent, practical Florida growers and farmers and then write their instructions in language that can be understood. Florida farmers want to produce, they are anxious to do their part, but they cannot do it unless they have proper consideration by those who fix the prices and name the conditions.

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FLORIDA FOURTH ESTATE

FLORIDA'S PRESS was still chuckling over Governor Holland's remark that he was "the windiest man in Florida" after he had blown out 51 candles on his birthday cake at Bartow last month. It also was continuing to express surprise that a man of the chief executive's popularity, mentioned as timber for almost everything from U. S. Senator to president of the United States, should announce his intention of entering the armed services on the expiration of his term and renounce any further immediate political ambitions.

"We can think of several ex-candidates who could blow out more candles even if they didn't take the cake," says the Lakeland Ledger commenting on the "windy" feat.

"Will wonders never cease?" asks the Gulf County Breeze, commenting on the governor's announced intention of joining the army, following up with "Listen Governor: You'll never get to Washington unless you let your hair down and emit a series of 'news releases' on how to kiss your wife, spank your baby and make streaked gravy."

Declaring that Holland has set at rest any talk that might have been going the rounds, the Cocoa Tribune says the governor "has found many new friends since he has been governor who believe that he could go higher should he desire."

"Bill Shakespeare has a word or three for such unusual pronouncements. 'The times are out of joint,' he said," according to the Ocala Banner, expressing surprise that such a popular executive should express a desire to go to war rather than to Washington.

"That applause you heard a little while ago was Senator Pepper cheering the report that Gov. Holland intended, when his term expires, to get into the war," says The Arcadian.

"Conservative Democrat," writing in the Readers' Section of the Tampa Tribune, asks, "Why don't we Democrats in Florida enter Governor Holland's name in the next Democratic convention as candidate for president of the United States?"

Ferman Wilson, Miami Herald columnist, says "in every Florida group encountered there are words of admiration and approval for Gov. Spessard Holland. The governor's sincerity of purpose and political honesty appear to make him the most respected chief executive in many a bright Florida moon. Since the State constitution makes it impossible for a governor in this State to succeed himself, Holland will retire to private life at the end of his term next year. He could oppose Claude Pepper for the United States Senate but he refuses to be a candidate for the quaint and almost forgotten reason that he believes it improper to campaign for office while governor."

"He is the high calibre, honest and hard-working type of man that should be retained

FINE EXAMPLE

(Miami Post)

EVER SINCE the war began officials in charge of our armed services have been urging civilians with friends and relatives in uniform to write to them frequently as an aid in maintaining morale.

Now it develops that one of Florida's busiest men—no less a personage than Governor Spessard Holland—has been doing just that. The chief executive discloses that since Pearl Harbor he has received hundreds of letters from servicemen, and that he has made the practice of answering all of them personally and promptly, affixing his signature himself to each reply. His correspondence with these boys, he reveals, discusses National and State problems, and not infrequently he is called upon to give information and views concerning such matters, which invariably, he does.

Such correspondence evidences the governor's sincere interest in and regard for our men in service. His example is one which every Floridian should follow.

in public service," says the St. Petersburg Times. "His ambition now, he says, is to get into military service and that is understandable, too. He was decorated in World War I for bravery in action. With a year of his term still to go, the youthful appearing governor has brought about many reforms in the State's government, notably an improvement in the tax and bond situation. . . . He's the kind of a fellow that you like to wish a happy birthday to."

"It's worthy of note that when Governor Spessard Holland extinguished with one breath the 51 candles on his birthday cake in Bartow the other day, he forthwith claimed he is the windiest man in Florida," says the Jacksonville Journal. "That, we think, can be successfully challenged by a few mayors, congressmen and luncheon club speakers. But the big point is that the governor could joke about being windy. Give a Nation's governors a sense of humor, and it is blessed indeed. Dictators have never been known to have one. They are the sourpusses of history. One might also allow oneself the observation that there are all sorts of winds and windmills. Holland's windmills have always been in high esteem."

While Governor Holland and Executive Vice President Harold Colee of the State

Chamber of Commerce and other public officials and private citizens continued their fight for relieved gasoline rationing, the press of the State continued to lend its wholehearted support during the month.

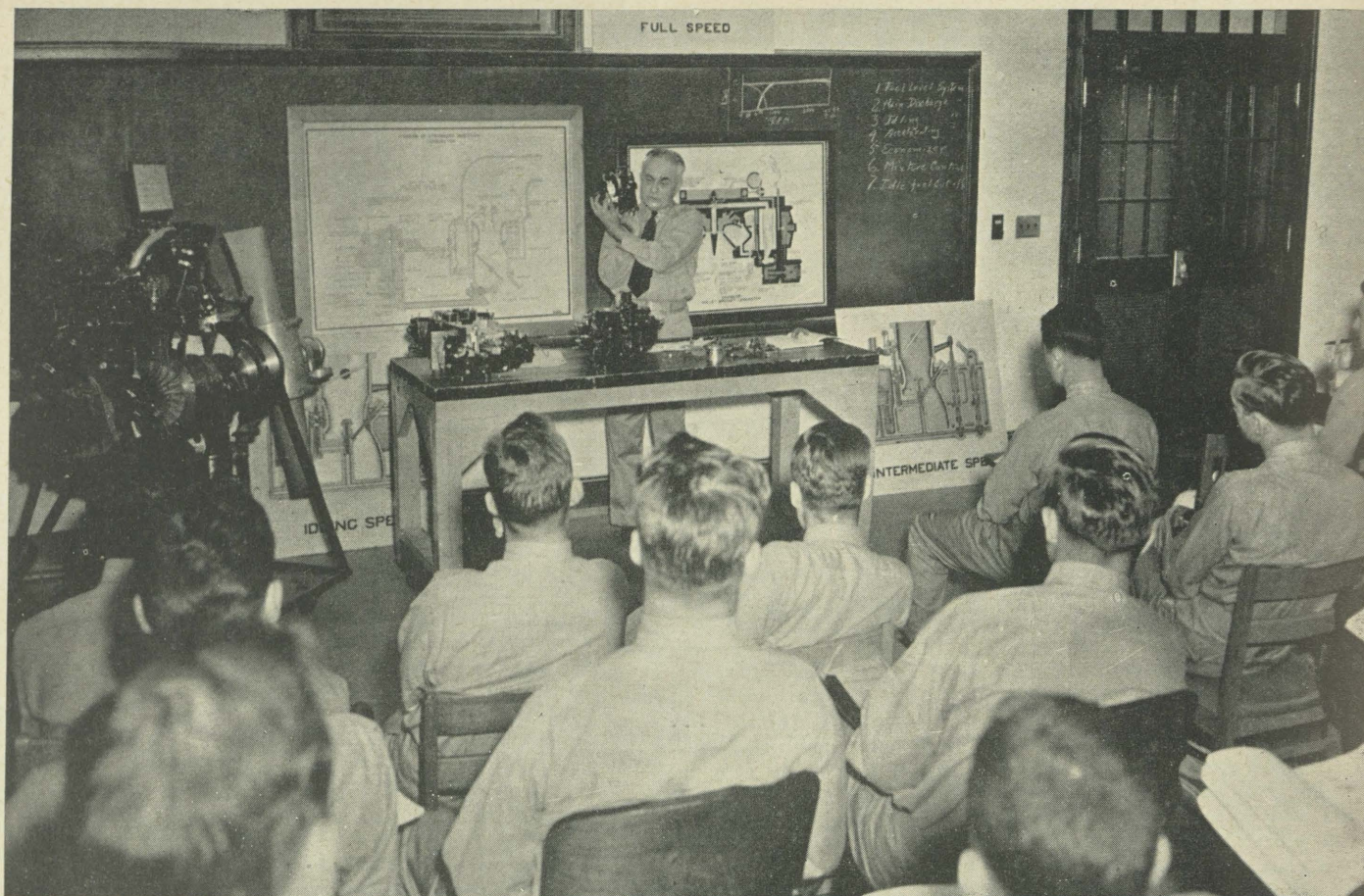
"There is no reason why Florida should go free on rationing if the government possesses the means to transport the gas that is piling up here into the really distressed areas," says the Miami Daily News. "Insofar as possible, all States should share and share alike. But if this gas cannot be transported—as the gas in the Southwest and Middle West cannot be transported—then Florida should have the use of it. There is no use in having it sit around in storage tanks while motorists are forbidden to touch it. The fact that the gas is piling up steadily would seem to indicate that the government does not have the means to transport it to the Northeastern States. If that is true there is no more justice in keeping Florida (and Georgia, if the facts are the same there) in the restricted area than there would be for putting Texas and Illinois into it. Mr. Ickes has himself said that he doesn't believe in making people sacrifice when there is no need to do so, in forcing them to wear a hair shirt just for the disciplinary value of it."

"We doubt if Mr. Ickes pays any attention to these convincing figures (amounts of gas in Florida storage)," says the Tampa Tribune. "Indeed, we have an irresistible conviction that, if Mr. Ickes knew that Florida had on hand a surplus of 620,000,000 gallons instead of 62,000,000 he would still ignore the situation and put out more statements about a 'critical shortage' in Florida and the other Eastern seaboard States. He seems to have attained a state of bullheaded obstinacy in the implacable attitude that the motorists of the Eastern seaboard are not going to get any more gasoline, no matter how large the surplus stocks."

"Ickes, who alone can issue the order, isn't likely to move until he gets the nod from those who can make him look good or bad as petroleum administrator (Standard and Gulf big shots)" says the Fort Myers News-Press . . . "If the big oil companies have decided that the government's program won't be harmed and their interests will be served by letting Georgia and Florida out of the eastern zone, we'll come out. Otherwise we'll be just hollering in rain barrel."

"They (the figures submitted by Governor Holland) should win for Florida the relief the State justly deserves," says the Tampa Times. "Any other contention or conclusion reached by the petroleum administration would be punitive and illogical. Here, then, is an opportunity wherein Mr. Ickes can demonstrate his spirit of fair play. It is

(Continued on page 28)



ENGINE THEORY—In addition to knowing how to fly his plane, the Naval aviator must know where to look for trouble when it occurs. A group of aviation cadets receives instruction in aircraft engine carburetors as part of training at Pensacola.

—Official U. S. Navy Photograph

Pensacola Has Many “Firsts” . . .

THE PENSACOLA Naval Air Training Center, composed of the Naval Air Station and five Auxiliary Air Stations, is situated in west Florida and partly in southern Alabama, on and adjacent to the strategic and commodious harbors of Pensacola Bay and its tributary waters.

It was here in 1914 that this country's first naval air station was established—with fifteen pilots, twelve mechanics, and a startling collection of eleven airplanes—upon the ruins of the old Pensacola Navy Yard.

The background of the Navy Yard, itself created in 1825, looks back to the year 1519, when Hidalgo Narvaez discovered Pensacola Bay for Charles V of Spain. The abundant forests of pine and live oak nearby made Pensacola a ship-building center and its strategic sit-

Lt. J. T. Bingham, USNR

Public Relations Officer
U. S. Naval Training Center,
Pensacola

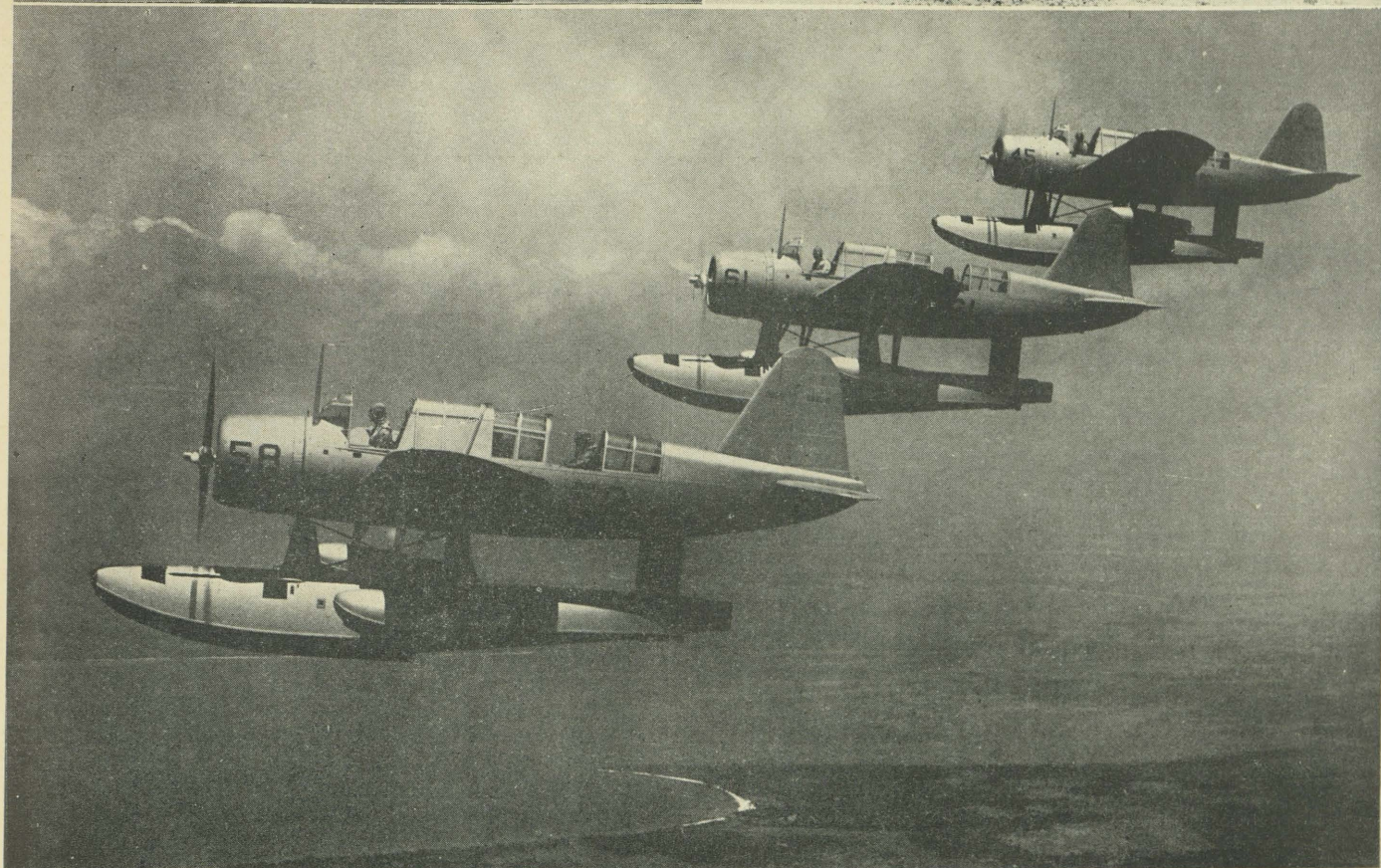
uation made it a valuable base of operations. It was used to combat the Mediterranean pirates, to send ships and supplies against the Mexicans in 1846-48; and Admiral Farragut of the Union Navy used it as a starting point for his Mobile Bay campaign in 1863.

The Naval Air Station proved its worth during the first World War and since that time has grown in leaps and bounds. The first auxiliary base field was added in 1934, and four others followed in 1940, 1941 and 1942. In the latter part of 1942, the aviation cadet training program was reorganized and Pensa-

cola, along with Corpus Christi, Texas, was given the assignment of intermediate training. It became known as the Naval Air Training Center and its outlying fields as Naval Auxiliary Air Stations.

Several squadrons give training in seaplanes, patrol planes, “blind” flying, scouting, and fighter tactics. The NATC boasts the largest patrol-plane squadron in the world, the only school of photography in the Navy, and the Navy's original and only School of Aviation Medicine.

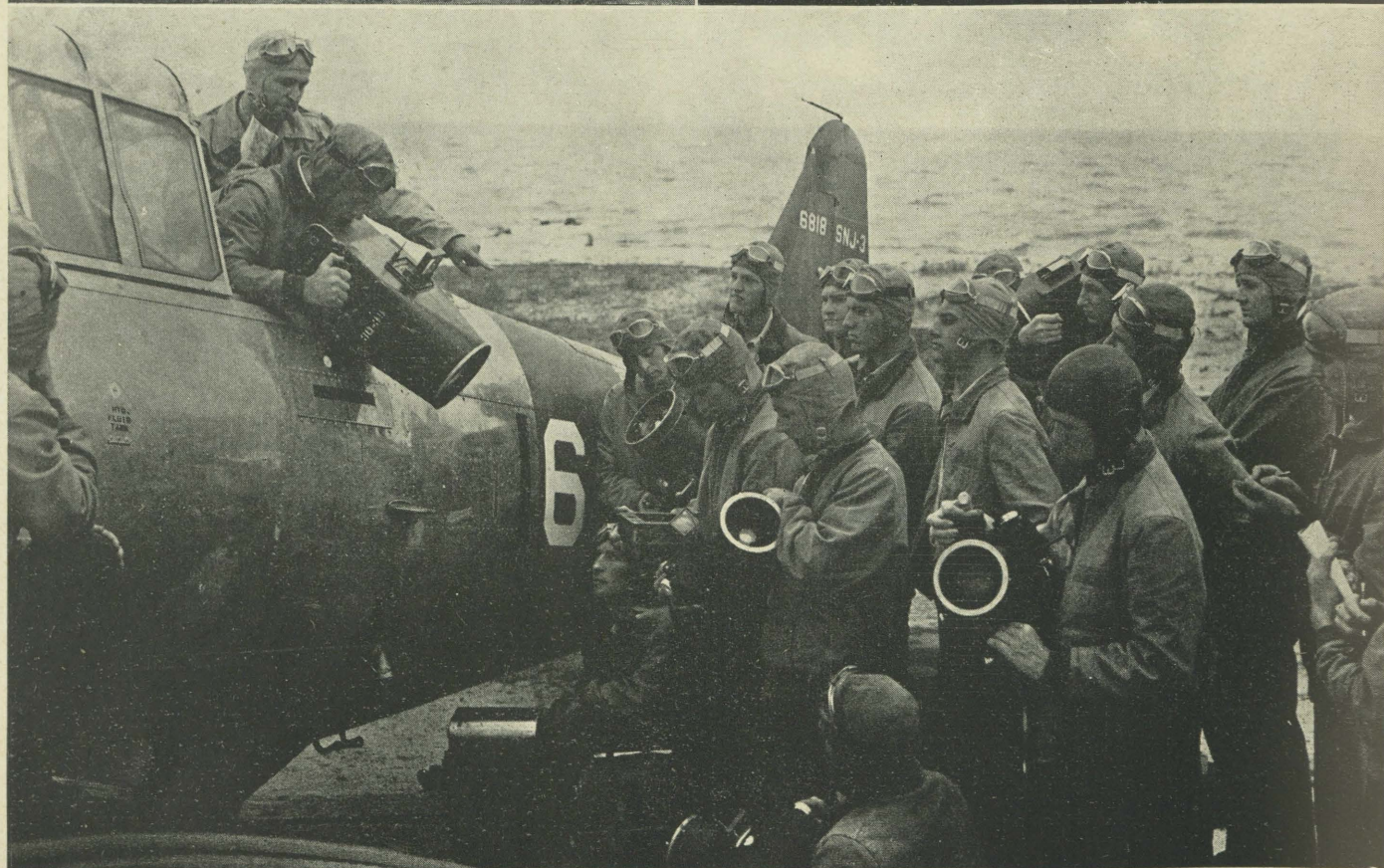
A large assembly and repair department assembles, maintains, and repairs the airplanes used by the center. Recreation facilities are the best. Nearby are two other establishments of prime importance: The Army's Fort Barrancas, which guards the coast and the Naval Hospital, which lies within the reservation of the main air station.



—Official U. S. Navy Photograph

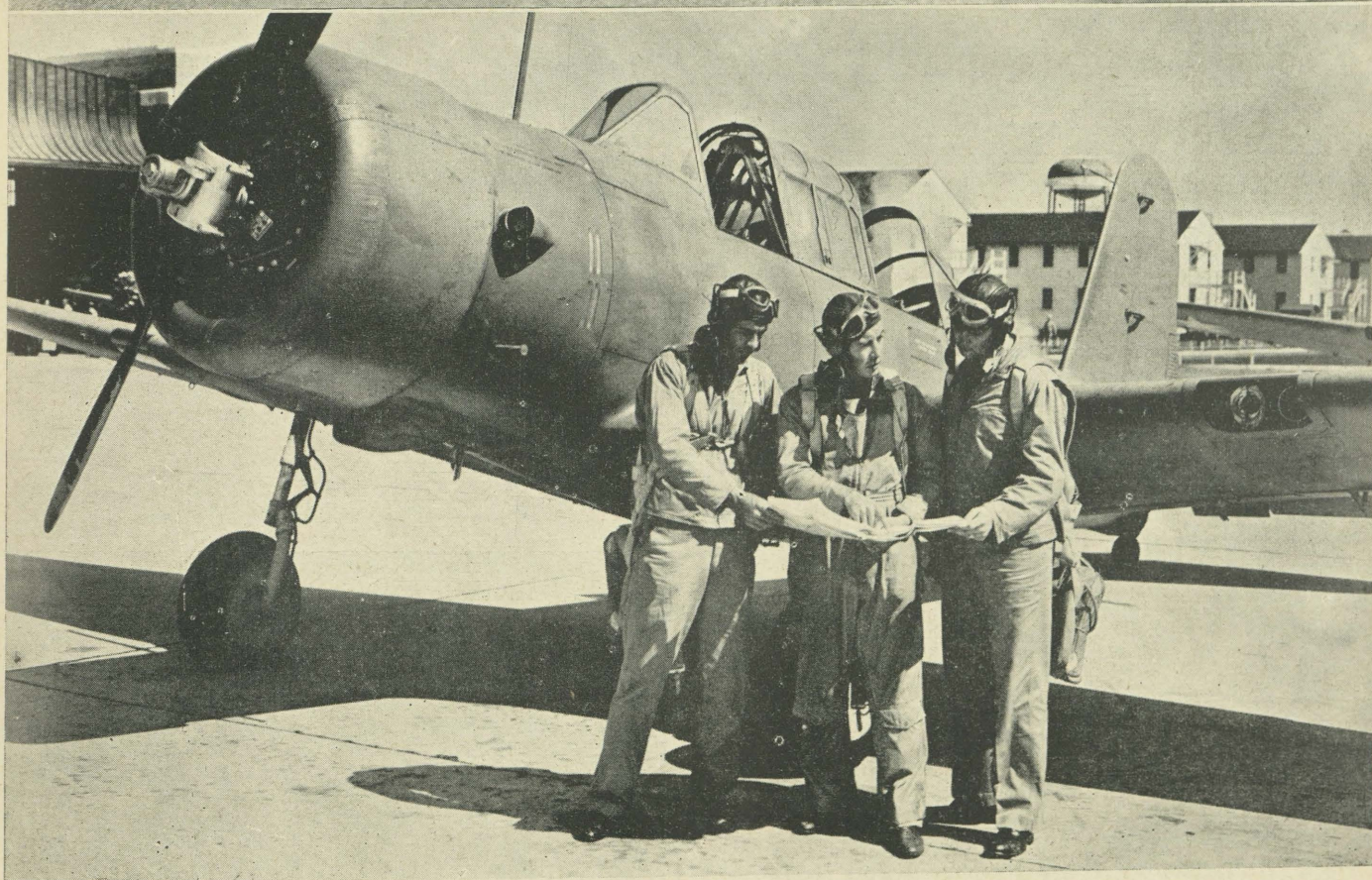
Above (left) the pilot's best friend, a parachute. Cadets at Pensacola get instruction on their use and handling. (Right)—Instructor and aviation cadets study proposed flight plan prior to take-off on a formation hop at Pensacola.

High over the Gulf of Mexico three OS2U "Kingfisher" observation and scouting planes are piloted by naval aviation cadets under instruction at the Pensacola U. S. Naval Air Training Center.



Photograph students receive instruction in the proper handling and operation of the aerial camera prior to take-off. These students are among the hundreds undergoing training at the Naval School of Photography at the Pensacola Air Training Center. Above (left) an instructor explains the theory of the variable pitch propeller to cadets under instruction at Pensacola. (Right)—Instructor demonstrates use of ring sight on Browning machine gun. You lead the plane as in shooting birds.

—Official U. S. Navy Photograph



Four permanent brick barracks house a majority of the enlisted men on the main station at the Naval Air Training Center at Pensacola. Wide modern streets lead to all parts of the station, some of them constructed under supervision of the State Road Department.

Instructor and two aviation cadets study the proposed flight plan previous to the take-off at Ellyson Field, one of the six auxiliary air stations of the Naval Air Training Center at Pensacola. Pensacola is unofficially known as "The Annapolis of the Air."

—Official U. S. Navy Photograph



The Boss can handle a plane himself. Radio Officer Holmes; Captain Ruggles; Captain Vanderkloot; Flight Engineers Williams and Affleck

Floridian Pilots Churchill . . .

EDITOR'S NOTE—"Plane Talk," published by Consolidated Vultee Aircraft Corporation, builders of the Liberator, has given Florida Highways special permission to reproduce its featured article "Piloting Mr. Churchill," which praises Capt. Bill Vanderkloot, Sarasota, one of the "Floridians Out For Victory," regular feature of this magazine.

THE BOSS often stands elbows akimbo on the flight deck, watching. Captain Bill Vanderkloot and Captain Jack Ruggles keep watch on instruments and controls. Sometimes the Boss tells them yarns about the lands below, and his unlit cigar droops from his mouth without tension. He doesn't mind bumpy weather—travels often through soup and fog because they are good shields against the eyes and the guns of the enemy.

That's the picture of Churchill on long trips in his Liberator, as it is sketched by Vanderkloot and Ruggles, his pilots. They call the ship "Commando."

Vanderkloot, twenty-eight years old, is from Sarasota, Florida. The British Government recently presented him with the Order of The British Empire for his work on installing radio ranges in England. Ruggles, native of San Francisco, got his flying training at Randolph and Kelly Fields as an Army Air Force Pilot.

Both joined the RAF Ferry Command before the United States entered the war, made many a hop to the four corners of the earth before they were selected to fly the "Commando" for the Boss.

Since then they have put in almost one thousand hours flying time on her. It was the second ship of this type ever built by Consolidated Vultee. She now has her fourth set of motors, and is still going strong.

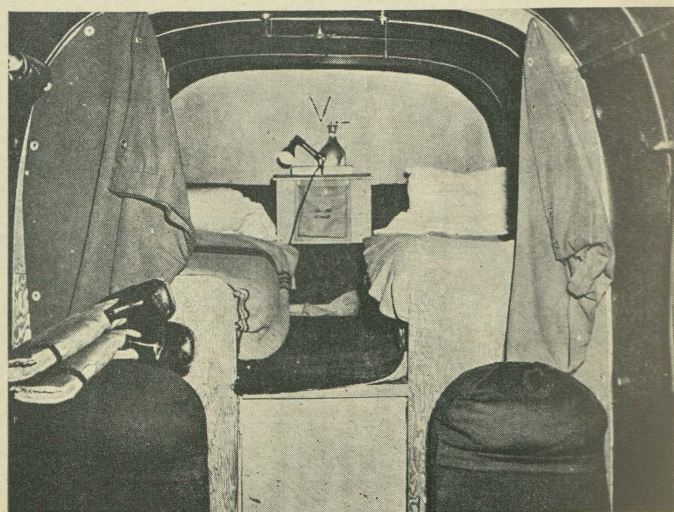
The "Commando" has berthed such folk as General Smuts of South Africa, Lord and Lady Halifax of England, Wellington Koo of China, Premier Sikorsky of Poland, Premier Nashas Pasha of Egypt. Anthony Eden recently used her to reach Washington.

The passenger cabin is surprisingly rough, judged by American airline standards. Lined with fiber board, it

contains eight seats, a crude lavatory, a small hot plate, and two comfortable bunks located in a compartment above the bomb-bay. In this sleeping compartment, Churchill has had many a sleep on his way to inspect far British outposts, or to meet such confreres as Stalin or Roosevelt.

Vanderkloot and Ruggles speak of the "Commando" as a staunch and trusted friend. As Ruggles puts it: "In over 200,000 miles we have flown her, she has always given a little more than we really had a right to expect. We always carry a few spares such as collector rings, plugs, instruments and other parts we might need in a pinch. But we've never had any serious trouble with engines, equipment or ship. She is tough, rugged, fast—and above all, dependable."

Sleeping quarters on the ship are modest



FLORIDIANS OUT FOR VICTORY . . .

FLORIDIANS IN THE WAR can all doff their overseas caps, or helmets, this month to Col. Fred M. Dean, St. Petersburg, who has just returned from the Mediterranean theatre to report to the War Department in Washington.

Although but 26 years old, Colonel Dean has flown 100 combat missions and holds 14 decorations. He is a member of the Northwest Africa Tactical Air Force and his group was the first to fly from a captured Sicilian base.

■ Pvt. Roswell Head, Jacksonville, was a member of the gun crew which sent the first shell from an American Long Tom across the straits of Messina into Italy on August 16, according to an Associated Press dispatch from Messina. The long Tom which fired the initial shot was a veteran of 2,000 rounds in Tunisia and Sicily, has a barrel 24 feet long and weighs 30,100 pounds.

■ Five Floridians were among 148 airmen in the Southwest Pacific receiving the Air Medal in a ceremony at Allied headquarters recently. The airmen came from 35 States, the largest number 14, being from Ohio.

Floridians honored included:

First Lieut. Donald R. Latham, St. Petersburg; Sergt. Joseph D. Amos, St. Petersburg; Lieut. Jack G. Thompson, Fort Pierce; Staff Sergt. Bruce O. Yawn, Graceville; Sergt. Morris E. Acuff, Eustis.

■ Most tragic news of the month was that of the death in action of Marine Gunner Angus Robert Goss, Tampa, received as his mother, Mrs. Adeline Goss was preparing to leave for Washington to receive in his behalf the Conspicuous Gallantry Award from the British government. He had previously received the Congressional Medal of Honor, highest U. S. decoration, for clearing out a nest of seven Japs in the Tulagi fighting. He was wounded there and several times since. His last letter to his mother said "you can't live forever."

■ If you know when a soldier is leaving a post, how he will travel and where he is going; if you know about his clothing or equipment or that he is on furlough prior to leaving for a port of embarkation; if you know the name of a soldier known or thought to be in a foreign country—say nothing until an official announcement has been published. This is the advice of military authorities.

■ Tailgunner Ernest S. Taylor, Wauchula, was among the crew of a Fortress which was lost on a raid over St. Nazaire in June according to AP dispatches. Taylor is believed to be among eight who parachuted to the ground before the plane hit the water after two of its engines had been shot out.

■ Chief Boatswain Mate Archie C. Goddard, USNR, St. Petersburg, was standing on the dock "somewhere in the South Pa-

cific" watching a boat come in. Down the gangplank came a contingent of Marines and the first one off was Corp. Robert A. Goddard, his 19-year-old son. "With all the islands in the South Pacific," said the youngster, "I didn't expect to run into dad although I knew he was out this way." They immediately sat down and wrote a joint letter to "mother" in the Sunshine City.

■ Capt. David O. Andre, USMC, Coral Gables, had just arrived on Guadalcanal when he was assigned to a fighter group to escort Marine dive bombers on a foray on Munda. In a scrap with 12 Zeros his plane was disabled and he made a belly landing near an island. After two hours in the water, he made the island, hid himself for four days without food, then was picked up by a Navy plane. At the University of Miami he was a swimming star.

■ Posthumous award of the Distinguished Service Medal has been given to Lt. Gen. Frank M. Andrews, killed in Iceland. His widow, Mrs. Jeanette A. Andrews lives in Miami Beach.

■ Capt. Jack G. Hamilton, Jasper, formerly a city employe in Jacksonville, now a flyer in India has been awarded the Distinguished Flying Cross and the Aid Medal for service in action. Captain Hamilton is the son of Mrs. L. M. Hamilton, Jasper, a graduate of the University of Florida and is married to the former Miss Leonora Ingram, also of Jasper.

■ Lt. James Olin Brewer, AAC, Marianna, reported missing in action over New Guinea in July, has been reported safe in a hospital. He was former assistant tax collector of Jackson County.

■ T-Sergt. Homer W. Alford, DeFuniak Springs, and S-Sergt. William L. Myers, Arcadia, have been awarded Air Medals for action in combat missions in India, Burma and China.

■ Lt. Charles G. Oliveros, St. Augustine, a member of the Army Air Forces in African and European theatres has received his tenth bronze Oak Leaf Cluster for outstanding achievements in action.

■ Among Floridian receiving Aid Medals for work in the Southwest Pacific are: First Lieut. Havilan V. L. Smith, Daytona Beach; Staff Sergt. Elwood H. Neener, Jr., St. Petersburg; Sergt. Jack A. Davis, Miami; Staff Sergt. William C. Smith, DeLand; Pfc. Dell C. Drawdy, Jr., Miami; First Lieut. Donald R. Latham, St. Petersburg; Sergt. George Bass, Winter Garden.

■ Floridians were in the thick of it from the beginning on Bataan as proven by the report of the Red Cross of the death of three of disease in Japanese prison camps. They were Pvt. Henry C. Gallagher, Miami; Sergt. Emil R. May, Vernon; Pfc. Ralph H. Mixon, Ocala.

■ Lt. Col. John R. Alison, Daytona Beach, a squadron commander just back from China, whose life was saved by a Chinese flyer who broke up a formation of Zeros who were on his tail, says the greatest trouble with American flyers is to make them take an occasional day off. Alison has had six sure and four probables to his credit and holds the DSC, the Silver Star, the Distinguished Flying Cross, the Purple Heart and Air Medal. Alison also has served in England, Russia, the Middle East and India.

■ Being water wise came in handy for Ens. Frank M. Walrath, Keystone Heights, who was acting as beachmaster during the landing of troops on Sicily. He saved two soldiers and a sailor from drowning when they went overboard from a landing craft in water over their heads. Shouting for help, he swam out to them and kept them afloat until others arrived. Strangely enough, the two who helped him make the rescues were from California.

KISSIMMEE MAN NEW CONSERVATION HEAD

W. O. Sherman, Panama City, president of the Florida State Chamber of Commerce, has appointed Ellis Davis, Kissimmee, chairman of the conservation division.

Other members named by Sherman are:

L. C. Leedy, Orlando, vice chairman; H. L. McDonald, Orlando; Mrs. A. B. Whitman, Orlando; J. Alligood McCloskey, Lake City; Rubert Allyn, St. Petersburg; James H. Allen, Pensacola; Frank E. Welles, Pensacola; George Emmanuel, Tarpon Springs; A. S. Houghton, Coconut Grove.

Merlin Mitchell, Orlando; Joe M. Carr, Monticello; George S. Van Wickle, Miami Beach; N. Ray Carroll, Kissimmee; Earl Brown, DeLand; Erl. Roman, Miami; Edward Roe, Jacksonville; Frank D. Jackson, Tampa; Clyde A. Byrd, Daytona Beach; Charles Vaughn, Umatilla.

Each year this group awards a gold medal to the outstanding conservation enthusiast who is chosen by the Florida Wildlife Federation.

The first recipient was Governor Holland, and the second award was made last year to A. S. Houghton.

CABINET OFFICERS TO SEEK RETURN IN '44

All of Florida's six cabinet officers will be candidates for reelection next year, according to announcement from Tallahassee. They are:

Colin English, superintendent of public instruction.

Robert A. Gray, secretary of State.

J. Edwin Larson, State treasurer.

James M. Lee, State comptroller.

Nathan Mayo, commissioner of agriculture.

J. Tom Watson, attorney general.

A radio invention makes it possible to control a driverless automobile. And now we need an invention that will control a car with the driver in it.

Florida Will Not Be Asleep . . .

FLORIDA WILL NOT be caught asleep when the shooting war ends and hundreds of thousands of its citizens are turned out of the armed forces and war industries plants. There will be plenty of jobs and men willing to work will not find themselves queueing up behind a public soup kitchen or standing in bread lines, if plans of State, county and municipal officials are carried through, and there is every indication that they will be carried through.

Among major items in the post-war program now being worked out are:

State Road Department—Chairman Thomas A. Johnson and Chief Engineer J. H. (Ham) Dowling are preparing a road construction and reconstruction program based on the bill now before congress providing for the expenditure in Florida (among other States) of \$60,000,000 in three years, 75 percent of the cost to be paid by the Federal government and 25 percent by the State. Many plans have already received the approval of the Bureau of Public Roads. The department also is prepared, on short notice, to put into effect other plans which will give counties new highways and repairs to old ones.

State Planning Board—Chairman Chester Treadway has shifted the emphasis of the board's work to laying out a State-wide master plan for cushioning expected post-war difficulties by coordinating programs of private industry with those of the State and Federal governments tying in plans for development of agriculture, forestry, transportation, recreation and public welfare.

County Commissions — President V. G. Phillips of the State Association of County Commissioners reports that many commissions have budgeted items for post-war activities and that many of them have been making preliminary moves to take over airports, camps and other military and naval installations within their county borders for utilization by county or private enterprise after the war.

Florida League of Municipalities—Secretary E. P. Owen, sponsor of the bill enacted by the 1943 legislature authorizing a municipal war reserve fund and planning activities, reports many cities of Florida getting ready for public works programs including construction of new utilities and the repair of old ones and the construction of new streets and reconstruction of existing streets neglected because of the lack of materials and the scarcity of labor.

Florida State Chamber of Commerce—Executive Vice President Harold Colee announces agreement with Governor Spessard L. Holland on group to coordinate State-wide efforts toward reconstruction immediately following end of war. Has already named advisory groups for developing new industries, conservation of natural resources and other activities calculated to be important in the reconstruction period.

The State Road Department is prepared to go ahead with needed new and improve-

ment road building construction even if the special bill creating a National highway building program does not meet the approval of congress. Unable to construct highways which are not strictly essential to the successful prosecution of the war, the department has built up a substantial reserve fund which will be available for new and repair construction just as soon as materials are released and labor is available. If the special fund is not made available by congress, this surplus will be used in matching regular Federal-aid monies provided under existing laws and in the construction and recon-

struction of trunk and county highways as provided by the constitutional amendment approved by the people in the 1942 general election which provides for use of gasoline tax funds for construction of highways in counties, 80 percent for State highways and bridges and 20 percent for county highways and bridges. Many counties have built up handsome surpluses under this provision and the aggregate surplus will permit of the construction and repair of many hundreds of miles of transportation lanes.

The program of the State Planning Board
(Continued on page 28)

People Everywhere Hungry For Information on Florida

Despite global war and the fact that thousands of their sons and daughters are engaged in the war effort, Floridians and others are still interested in Florida and anxious to keep up with its news and developments.

This was amply demonstrated recently when W. F. Therkildson, Miami Herald writer, mentioned Florida Highways and the State Road Department's official detour bulletin in his column. Incidentally, it was a sharp illustration of the "pulling power" of that newspaper and a reminder of the tremendous territory covered by the publication.

Since the appearance of the mention (11 lines in Therkildson's "Do You Know" column) Florida Highways and the State Road Department have been swamped with requests for copies of the magazine and of the monthly detour bulletin (map) issued by the department. Extra copies of the magazine were soon exhausted and the demand for maps was filled to the number of extras and others will be sent out with the next edition which is published as a supplement of the magazine.

Requests came from all parts of the State and many from out of the State. While a great number came from the Miami area, there were requests from as far away as Bismarck, N. D., Chicago, Yuma, Ariz., Greensboro, N. C., Rockford, Ill., Belvidere, Tenn., Hartford, Conn., and Richmond, Va.

Because of the paper shortage Florida Highways has not been greatly concerned with increasing its already large circulation during the war. As a matter of fact, the magazine had considered "freezing" its circulation for the duration—that is, to accept no new subscribers until old ones had dropped their subscriptions. However, with interest so great in Florida, and especially among out-of-State people, the magazine will attempt to fill new orders as long as the paper supply lasts.

Florida Highways takes this great response to the Herald item as clearly indicative of the keen interest of people everywhere in Florida and as a forecast of what the State can expect when this war is over and people have the time, and gasoline, to travel. It agrees with Governor Holland in his statement that he "can't help but be convinced that literally thousands of the boys who have trained and are training here now will be back here to make their permanent home." Coupled with this apparently universal desire on the part of service men comes this demonstration of civilians and, unless all signs fail, Florida is going to be a very, very busy place after the shooting war is over.

Florida Puts Finger on PAW

Gov. Holland Claims Tax Figures Show Gasoline is Backing Up in His State and Rations Should be Hiked. PAW Finds Letter Hard to Answer

NPN Staff Special

WASHINGTON—Before renewing efforts to get their state taken out of the East Coast shortage area, the Florida congressional delegation is awaiting PAW Ickes' reply to the well-documented protest from Gov. Holland of Florida.

Mr. Ickes has had Gov. Holland's letter since mid-June. His staff is having difficulty agreeing on an answer because the governor has raised some embarrassing questions about PAW's figures on Florida gasoline stocks. Florida's inspection tax law, with refunds for exports from the state, provides detailed data on inventories. These show steadily increasing stocks for some months while PAW had contended stocks were declining.

PAW has done its best to syphon off "surplus" stocks from Florida and Georgia for movement north but inventories continue to climb. So why not allow Florida and Georgia "A" card holders a 4 gal. gasoline ration instead of 1.5 gal.? is the question asked.

Small tankers bringing supplies across the Gulf to Florida points could not be used elsewhere, according to Florida oil men. Likewise, the barges in that service are being put to best use possible.

PAW could curtail this water movement but would run the risk of being charged with "creating" a shortage. In fact, an OPA official has indicated he is ready to hurl such a charge at PAW, should events move in that direction.

OPA Man Urges Action

Harry Sommers, OPA's southeastern rationing chief at Atlanta, has strongly urged taking Florida and Georgia out of the shortage area "until such a time as a real shortage developed in gasoline, and from what I know now, I don't believe any such shortage will ever exist unless it is artificially created."

Florida delegation is also relying on a wire June 16 to PAW Ickes and OPA Chief Brown from Harold Colee, of the Florida State Chamber of Commerce, which reads in part as follows:

"Gasoline distribution in the state is no longer dependent upon the over-worked tank car pool. The trans-Florida pipeline and attendant barge systems are now bringing into the state considerable more gasoline than can be sold under current restrictions or moved north to supply the serious shortage states. Gasoline is accordingly backing up in storage in the state. Terminal inventories at the end of April, 1943, were 61% higher than average inventories during 1942, 106% higher than the low point reached in November,

1942, 68% higher than in December, 1942. Inventories will continue to climb.

"The trans-Florida line has not yet reached capacity operation yet total receipts into the state for all purposes in April were more than twice those of December, 1942. Exports from the state have jumped 7 times from December to April but cannot go much higher, in the opinion of industry and government officials, because facilities for moving gasoline north are now almost fully utilized. For example, total receipts for April were more than 10,000,000 gal. in excess of March but exports increased less than 3,000,000 gal.

"If it were possible to move any substantial part of this surplus or storage from Florida to the extreme shortage areas there would of course be no occasion to consider loosening the restrictions in Florida. However, it is not possible to do so, and we therefore insist that these restrictions be lifted."

Mr. Colee sent a copy of his telegram (quoted above) to Mr. Sommers of OPA's Atlanta office. Mr. Sommers replied as follows:

Text of Sommer's Reply

"Have copy of your telegram to Messrs. Brown and Ickes of June 16 on the subject of the gasoline supply situation in Florida.

"For months I have contended that Florida did not belong in the eastern restriction area and despite the strongest justification of this position PAW persists in refusing to acknowledge the facts as they are. At the recent meeting in Atlanta we endeavored to clarify this situation with a representative from PAW without any result other than a realization that PAW does not have an open mind on the subject. And I write to urge that you continue to press this matter upon the authorities in Washington. It simply doesn't make sense for the people in Florida to be penalized for a condition in the Northeast and not be allowed to use gasoline which is available.

"I might point out that PAW took the same position in Florida and Georgia on conversion from fuel oil to coal and when this office resisted the program as being impractical and when they could no longer sustain their position, they removed Florida and Georgia from the conversion program area.

"We here want to administer the regulations when they are fair and practical, but we don't want to be concerned with rationing just for the sake of rationing, and if this matter were left to me I would remove Florida and Georgia from the eastern restriction zone until such time as a real shortage developed in gasoline, and from what I know of the matter now, I don't believe any such shortage will ever exist unless it is artificially created."

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HEREWITH is reproduced an article in the National Petroleum News, principal organ of the oil industry, which might have been the "straw that broke the camel's back" in Florida's fight for modification of restrictions on the use of gasoline. At least, shortly after it was published Petroleum Administrator Harold E. Ickes announced that some relaxation in this area's pleasure driving ban could be expected by early fall.

In the meantime threats to reduce Mid-West gasoline allotments have brought about further complications which, together with the demand of other States in the southeast for more gasoline, may retard, or stop, any move which would bring relief.

The National Petroleum News broadside was not the last that Governor Holland has fired in his battle for more gasoline for Florida people from bursting storage tanks in the State.

On August 10 the chief executive wrote the administrator that Florida demands to be removed from the restricted Eastern Seaboard gasoline area "cannot be overcome by generalizations and adroit presentation of statistical data."

He said, however "we do take heart from your announcement that gasoline rationing will be equalized for all parts of the United States east of the Rockies as soon as the plan can be effectuated. In the interest of good morale, I say, let it be soon."

The governor made public the latest letters between him and Ickes on whether Florida should be taken from the eastern rationing zone, with a Basic A card unit value of a gallon and a half a week, and placed in the gulf zone, where the basic ration is four gallons a week.

Ickes, contending transportation facilities for hauling oil to Florida had decreased and that it was necessary to build up reserve stocks in the State to insure uninterrupted flow through two pipelines, said "the immediate prospects are not such as to warrant an optimistic view of our ability to provide more gasoline for current consumption, either in Florida or other States."

Holland replied that the points stressed in Ickes' letter would not aid him in "meeting the difficulties brought to my attention.

"The feelings of Florida citizens caused by unfair treatment in gasoline rationing cannot be overcome by generalizations and adroit presentation of statistical data," he said. "The facts and equity on which we based our request for transfer of Florida to gulf district 3 remain the same."

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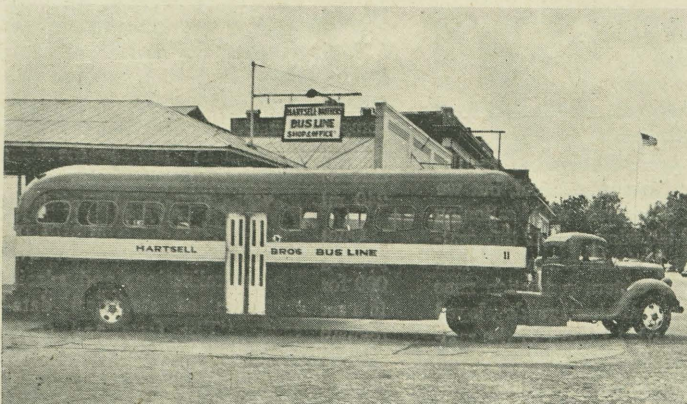
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CAPITAL CHATTER . . .

GOVERNOR HOLLAND is on vacation after filling a number of speaking dates as a travel-training program. Among several addresses made during the week prior to his leaving with Mrs. Holland for a two weeks' visit to the mountains were those at the launching of the Liberty Ship Duncan U. Fletcher at Panama City, before the 1,000 trainees in the Army Air Forces and Army specialized training groups at the University of Florida, at the annual session of the State Dairymen's Association at Gainesville and an inspection of the remodeled Agricultural Experiment Station in the University City.

■ "The Nation will never forget the services Duncan U. Fletcher rendered in bringing forth the legislation under which banking institutions were reorganized and strengthened, currency was stabilized, bank deposits were guaranteed and public confidence in corporate securities was regained through the establishment of the Securities and Exchange Commission," said the governor at the ship launching.

"It is not an overstatement to say that there was no other American, excepting the president himself, who contributed so vitally in the years of 1933 to 1936 to the re-establishment of public confidence in our business and financial structure."

■ That Florida already is planning a program of roads and park development for post-war years, was revealed by the governor in his talks before the dairymen and trainees in Gainesville.

"All these (public works) will be needed if the State is to assure its place in that greater greatness for which it seems destined," the governor said.

■ The new Agricultural Experiment Station building at the University of Florida takes the place of the building authorized by the late Governor A. W. Gilchrist which has been condemned for several years. With the exception of the Thomas and Buckman Halls, dormitories completed in 1905, the old building was the first on the campus. The governor was accompanied on his tour of inspection by Dr. John J. Tigert, president of the university, Dr. H. H. Hume, dean of the college of agriculture, and Harold Mowry, associate director of the experiment station. Governor Holland, an alumnus of the university and former president of the Florida Alumni Association, pushed completion of the new buildings despite war restrictions as materials had already been cut before Pearl Harbor. The building will be ready for occupancy this fall.

■ Keith A. Wilson, former Lake City school teacher has been appointed a supervisor for the State Parole Commission to fill a vacancy caused by the resignation of Lorris Bristol, institutional supervisor at the State prison. Wilson ranked highest of four persons who passed the examination held in

July. Bristol becomes an instructor in the University of Florida P. K. Yonge School. Jerome F. Eastman, now of the DeFuniak Springs district will be transferred to Raiford and Wilson will take that district. The changes will be effective September 1.

■ Original laws governing the distribution of race track tax revenues prevail in the distribution of monies from legislation to replace those revenues, according to an opinion rendered by Attorney General Tom Watson. In most counties the money is divided between the county commission and the county school boards.

■ Commissioner of Agriculture Nathan Mayo has accepted appointment as a member of the State War Board tendered by Marvin Jones, War Food Administrator.

■ Many State officials attended the funeral of L. Connor Hagler, mayor of Pensacola who died August 13. Hagler was a member of the staff of Governor Holland, a past president of the Florida State Hotel Association and a vice president of the Florida League of Municipalities.

■ Florida Agricultural and Mechanical College, school for negroes in Tallahassee has purchased Sparkling Sir Prince, champion bull of the Pebble Hill Plantation, Thomasville, Ga., for \$1,030.

■ Giles J. Patterson, Jacksonville, has been designated as approving attorney for legal details of refunding bond and gas tax anticipation warrant issues of the State Board of Administration. He will be paid a flat fee of \$1 per bond with a maximum of \$5,000 per year. The action is in line with the board's policy of employing Florida lawyers for its consultation work instead of northern bond law firms as heretofore.

■ Supreme Court Justice Harold L. (Tom) Sebring and State Librarian William T. Cash were subjects for recent feature stories carried on the Associated Press. The story on Mr. Justice Sebring was done by Henry S. Wrenn, popular manager of the Tallahassee bureau of the AP while the Cash story was done by Malcolm B. Johnson of the AP Tallahassee staff.

■ Report of the overcrowding and poor sanitation of the Bay County jail at Panama City led the State cabinet to call for a survey of conditions in all county jails of the State. In the meantime, the cabinet asked sheriffs and county officials not to accept prisoners over the number which could be accommodated with "due regard to health and safety." Reporting that many women prisoners in county jails took off their dresses to keep from wearing them out, Jesse Creech, State prison supervisor urged that some means be provided for women prisoners to make house dresses or uniforms.

■ D. Niel Ferguson, Ocala, has been appointed by Governor Holland as assistant State attorney for the fifth judicial circuit

to succeed Charles Savage whose term expired. Ferguson is chairman of the State Board of Law Examiners.

■ Dr. E. F. Hoffman, acting director of the bureau of maternal and child health of the State Board of Health, has been placed in charge of a plan which will furnish free maternity care for the wives of men of certain grades of military service and medical care for their babies under one year of age. Race, color, religion or education do not count. Application forms may be obtained from the State Board of Health, any county health unit, Red Cross chapter, American Legion commander or private physician.

■ George A. DeCottes, Sanford, has been appointed assistant State attorney of the ninth judicial circuit to succeed Lloyd F. Boyle whose term has expired. DeCottes recently was retired as a lieutenant colonel in the Army, having reached retirement age.

■ First installment of the \$1,500,000 appropriated by the 1943 legislature to offset wartime decreases in race track tax revenues has been made to counties. The installment amounted to \$670,000—\$10,000 for each county in the State. Full payment will give each county \$33,000, including \$13,800 received from racing taxes, which is the same amount as received by counties in past years from the race track tax revenue.

■ Dr. W. T. Edwards, curriculum director of the State Department of Education, has made an appeal to Florida public school teachers to assist in the selection of prospective teacher material and encourage young people to enter the profession. He estimates a shortage of 2,000 teachers, mostly due to withdrawals for war service.

■ Free school books for Florida public schools cost the State an average of 94 cents per pupil, according to information filed with the committee appointed by the 1943 legislature to investigate governmental expenditures. The cost in Pennsylvania is \$2.56, in Louisiana \$1.62, in Georgia \$1.53, in Maryland \$1.22 and in Texas \$1.42, the data disclosed.

■ Two hundred thousand copies of booklets advertising Florida attractions, now hot off the press, will be distributed to soldiers and service women training in the State. The booklets, with two-color illustrations, were prepared by Commissioner of Agriculture Nathan Mayo at the request of the 1943 legislature. Each book will be ready to mail.

■ Florida prison officials were torn between regret and happiness at the recent release of Jim Scott, freed on parole after 11 years imprisonment for the killing of a man in the Gulf County courthouse in 1930. Scott was famous as the official prison bee keeper and produced honey for many of the State's institutions. He started his industry by capturing a hive of wild bees. Scott is a veteran of World War I, serving in France, and also a holder of the French Croix de Guerre, awarded to him for bravery during eight years' service in the French Legion of Honor.

■ Many Tallahasseeans attended the recent funeral of William A. McRae, former com-

(Continued on page 26)

With County Commissioners

ORANGE COUNTY commissioners have reluctantly sentenced an oak tree, which has been growing out of the roof of the old courthouse building several years, to death. Expert examination of the tree shows that it cannot be removed and saved without undue expense and damage to the building.

Although the tree appears small from the ground, it is actually six inches in diameter and appears firmly lodged by inserting its roots in the roof and walls. Students of Memorial junior high school had offered to replant the tree in the school grounds if it could be removed alive.

■ Palm Beach County commissioners have been advised by Attorney General Tom Watson to use the 1940 Federal census instead of the 1943 special census as a basis in determining the population of the county. The 1943 special census gives the county 100,000, or 20,000 more than the previous count. Under the ruling the county will not have to change any of its procedures to conform with those of counties with the higher population.

■ Louis H. Alsmeyer, for over 17 years county agent of Highlands County and the only Florida county agent to win the award of the soil improvement committee of the National Fertilizer Association for soil building, has resigned to become production manager of the Istokpoga Farms and Cattle Company.

■ Marion County commissioners are pushing their objection to the proposed abandonment of the Jacksonville, Gainesville and Gulf railroad. The line is held to be of vital importance to the development of northwestern Marion County.

■ Paring of funds for incidentals, advertising, telephones and fixtures have brought a reduction of \$4,000 in the anticipated expenditures of the Putnam County commission. Bond trustee expenditures will remain the same as last year.

■ Resignation of Dr. Frank J. Farley as county health officer has been accepted by the Sumter County commission.

■ St. Johns commissioners are pleased over a letter recently received from the St. Johns County Taxpayers Association praising them for excellent business methods practiced by the board during the last year and in the preparation of a budget for the new year.

“We desire to compliment you gentlemen on the excellent condition and showing that has been made during the past year and we hope that you will continue to give the administration of county affairs and the expenditure of taxpayers' money the same careful consideration in the future that you have in the past,” says the letter.

■ Volusia taxing authorities are sticking to their contention that housing authorities are subject to taxation for housing projects and that they cannot become tax-free without the passage of a special constitutional amendment making them so. They and the

county commission refuse to remove two projects valued at \$477,800 and \$165,000 from the tax rolls. Three suits for collection have been won but payment is still held up by injunction.

■ Duval County commissioners recently were put in the unique position of asking themselves for money when, sitting as the Duval County Air Base Authority, of which all are members, they asked the county commission to approve a millage levy for operation of the Authority. It was granted.

■ All employees of the county road department of Marion County have been granted a 10 percent raise in salaries to help meet the increased cost of living.

■ Ninety-two percent of the Seminole tax roll has been collected to date, compared to 86 percent last year, reflecting the prosperity of the Sanford section brought on by high vegetable prices last spring.

■ Volusia County commissioners will shortly receive a 9,000-name petition asking for an election to determine whether liquor shall continue to be sold in the county. The petition is being circulated by Rev. Lee Nichols, chairman of the Volusia County local option committee who holds that 6,277 signers would constitute the legal one-fourth of the county voting list required to call an election for this purpose.

■ Hillsborough County commissioners have corrected an error in the amount granted for raises in the office of Circuit Clerk Pent. Pent brought out a condition in his office which is true in most circuit clerk offices throughout the State—employees are forced to stay on the job hours longer than the office is open because, during office hours, they are too busy waiting on the public to handle bookkeeping, recording and filing. It was shown that the office is open 37 1-2 hours a week but that employees work much longer behind closed doors.

■ County commissioners and the sheriff of Brevard County have gone on record that they will enforce every law regarding labor pirating in the county. The sheriff has notified the attorney general that he will arrest any person attempting to recruit Brevard County labor to take them elsewhere.

■ Bay County commissioners and Bay County Sheriff John Scott have denied that there is any disagreement between them in regard to jail difficulties being suffered there. (The jail was recently declared unsanitary and overcrowded.) The whole trouble, they say, is the fact that the city of Panama City is forced to use the county jail for city prisoners. Steps are being taken to relieve conditions as much as possible.

■ Authority to name streets and make them stick is not in the hands of the county commission, according to a decision of the Hillsborough board in reply to Postmaster Wall, who registered a complaint on duplication of names of streets in the city of Tampa and in the county outside the city. The resi-

dents name the streets, said the board, and there is no way to prevent them doing so. Although the board can give streets names, the people living on them do not have to accept them.

■ Palm Beach County's sheriff's office (L. R. Baker) has shown an operating profit of \$4,777 for the first six months of the year. It is the first time this has happened within the memory of Commissioner C. Y. Byrd, an old-timer on the Palm Beach board.

■ Harry Stokes, Clermont banker, has been reelected vice chairman of the Lake County commissioners. He became a member of the board in 1929 and has received much of the credit for reduction in bonded indebtedness of the county.

■ Baker County commissioners have instructed their clerk to keep a distinct record of the expenses of each commissioner and of all funds expended in each district.

■ Blake G. Curry has qualified as acting county commissioner in Gilchrist County during the absence of Raleigh Rucker who has joined the armed forces.

■ Attorney D. C. Smith, St. Lucie County, has advised the county board that the statutes prohibit an appropriation for a recreational program unless it has been approved at a county-wide election. The ruling came following a request to the board by a merchants' association.

■ Hillsborough's board received a shock recently when it opened bids for repairs to the county home which they believed would cost \$5,000 to \$6,000. One bid called for an expenditure of \$13,666 and the other for \$17,850. Both were referred to the county engineer.

■ Gadsden County commissioners' new budget reduces county taxes by about 11 percent. The tax levy was cut from 8½ to 7½ mills, although greatly expanded work programs for county roads and increases in salaries for many county employees is provided for.

■ Ed. H. Beckett, Pinellas County commissioner, has launched a campaign to make the county's million-dollar airfield the west coast terminal for airlines linking this country and the Latin-American countries after the war. “Our aeronautical program should be complete when the airport is turned back to the county by military authorities,” said Beckett who declares that few airports of the country possess the natural advantages of the Pinellas project.

■ W. M. Abernathy, assistant State auditor, has just completed audit of Marion County commission's finances and reports that the county's finances are in good shape. He pointed to heavy maturities of bonds in 1944, urging that preparations be made to meet them. “Finances have been carefully managed and expenditures have been held within resources,” said the report. “Budgets have been well prepared and carefully

(Continued on page 27)

Court, Catching Up, Recesses . . .

DISPOSING OF ALL but six cases which have been argued, members of the Florida supreme court began a five weeks' vacation on August 3, the court going into its annual summer recess. One of the seven justices will be on hand to hear emergency petitions at all times and the clerk's office will not be closed.

Among important rulings of the court shortly before recess was one declaring that orange workers are engaged in horticulture, not agriculture, and therefore are entitled to workmen's compensation if they are injured on the job. Another was the decision awarding custody of a small boy to his grandmother who lives on a farm rather than to his father who is a boarder in a boarding house. Another hit common law marriages stating that the court can "give no logical reason for recognizing marriages without ceremony in Florida."

In making its decision regarding grove workers, the court pointed out that the 1941 legislature in an amendment eliminated the words "and horticulture" from the exception clause which had read that the act excluded "agricultural and horticultural farm labor."

"The construction seems to us clear that in using the term we first quoted the legislature recognized a distinction between horticulture and agriculture and clearly intended that workers in both fields should not have the benefit of the provisions of the Workmen's Compensation Law," the court said.

"It is equally plain that when at two sessions (1935 and 1937) the legislature expressly excepted both classes and at a subsequent session (1941) passed an amendment eliminating one they had a definite purpose by so doing, to include rather than exclude it."

The ruling reversed Manatee County circuit court, which had held that Campbell D. Tison, who was injured while pruning an orange tree, could not receive workmen's compensation because fruit growing was a form of agriculture and agricultural labor was excepted from the act.

The decision in regard to custody of the boy, written by Justice Glenn Terrell, affirmed a Dade County divorce decision but reversed the order of the court giving custody of the child, 5, to the father although the grandmother had cared for him since he was 8 months old.

"If the interest of the child is the first consideration in awarding custody, as between a stranger, though a very respectable lady, and the grandmother, who is equally as respectable and has shown her devotion to it, the question of what is the best interest of the child would not seem difficult to answer," the court said.

"The prospect of growing up in a modest farm home tutored by a law-abiding, intelligent, religious guardian is one of the greatest opportunities that ever fell athwart the path of a five-year-old boy.

"Its potentialities far surpass those of living in a boarding house even though it be operated by Emily Post next door to Utopia.

"The modest farm home is the natural sanctuary and breeding ground of democratic theory as we understand it.

"Democracy is self-discipline, a willingness to submit to reasonable restraints and give up some portion of personal liberty when essential to advance the common good; in other words, to accept graciously the responsibility that liberty carries with it.

"If we may judge by the product released, no discipline disciplines more effectively than a youthful apprenticeship on a modest farm where the dignity of labor with the hands is impressed by precepts that stick.

"The constant call to aid a neighbor over the hump, to rid the dog of fleas, to break a spirited colt, to drench a salt-sick calf, to see that all domestics are properly fed and protected against the inclemencies of weather, to learn the chemistry of the soil, the significance of the moon's phases, and to share responsibility with others in the multitude of enterprises that constantly arise engenders a fund of knowledge and a spirit of self discipline that no other experience equals."

In regard to common law marriages, in a case which disallowed the claim of a common law wife to the estate of a Brevard County man, Justice Elwyn Thomas said:

"To lend dignity and solemnity to the marriage venture the law provides that it may be inaugurated by a minister of the Gospel, a judicial officer, or a notary public.

"Despite the formalities required and the obvious importance of them some of the States recognize a marriage without ceremony.

"Many of them, however, have either abolished this form of contract or have refused to countenance it in the first instance, but it is approved or tolerated in Florida.

"There may have been at one stage of the development of this country reasons for entering the marriage contract without the performance of any rite because of difficulty of travel and inaccessibility of ministers or officers, but these conditions do not now obtain.

"Distances to cities have shrunk because of modern methods of travel; a network of improved roads and arterial highways has made county seats, cities and towns accessible to nearly every dweller; churches have been established galore.

"Why, then, should the common law marriage be given the same recognition and dignity now that Florida has emerged from the status of a frontier?

"We can give no logical reason and though we will not attempt to abolish it by judicial fiat we will examine the evidence of such transactions with increasing caution, for as the reasons for making informally a contract of such moment become

more obscure so should the effort to establish it grow more difficult."

The court also ordered Secretary of State R. A. Gray to correct a clerical error in an act of the last legislature concerning property easement. It also was asked by Attorney General Tom Watson to reconsider the Miami spray gun case which he declared to involve "a grave question of public policy."

FLORIDIANS PAY 214 PERCENT MORE TAX

Floridians paid 214 percent more Federal income tax for 1943 than they did in 1941, according to report of the research division of the Florida State Chamber of Commerce. The tax paid by Floridians for the government's year ending June 30, 1943 amounted to \$110,070,864.

Florida's income tax in the 1941 fiscal year totaled \$35,040,374, when it was 1.01 percent of the National total. In 1942 it climbed to \$65,912,021, seventy-six one-hundredths of the National total. Increase from 1942 to 1943 was 67 percent.

Payments by individuals reached \$72,695,325 in 1943, an increase of 55 percent over 1942 individual payments of \$46,900,953 and 183 percent over 1941 payments of \$25,648,313. Corporation income tax payments of \$18,588,998 in 1943 represented an increase of 22 percent over 1942 payments of \$15,217,058 and 113 percent over 1941 payments of \$8,738,881.

Indicative of changes in Florida's industrial life brought on by the war is the increase in Federal employment tax payments, jumping 81 percent from 1941 to 1943 and 31 percent from 1942 to 1943. Employment taxes amounted to \$5,688,536 in 1941, to \$7,847,152 in 1942 (when they were .66 percent of the National total) to \$10,268,376 in 1943, when they were .68 percent of the National total.

Income taxes have taken a tremendous jump since 1937, when Florida collections amounted to \$23,146,852, a five-fold gain to 1943.

CLOVER MAKES GREAT CROP FOR DAIRYMEN

Clover will grow in Florida and it will produce more milk from cows, according to R. E. Blaser, experiment station (Gainesville) agronomist. Planting time (October-January) will soon be here and Blaser warns farmers to get seed early.

"Arrangements should be made now by those who intend to put in clover," said Blaser.

Clover requires more lime and fertilizer than other grasses. Soils not previously fertilized need an application of one ton of limestone and 800 pounds of a fertilizer analyzing 14 percent phosphoric acid and 10 percent potash per acre. It is best to apply the lime a month and the fertilizer a week or two in advance of planting.

Accidents Gain, Deaths Drop . . .

ALTHOUGH ACCIDENTS reported to the State Highway Patrol during June showed an increase of 29 percent, deaths showed a decrease of 20 percent and the record for the year still showed an improvement of 11 percent in the number of accidents and 29 percent in the number of persons killed.

There were a total of 386 accidents reported during the month. Thirty of them were fatal crashes in which 32 persons were killed and 148 injured. During the same month last year there were but 276 accidents, but 34 of them were fatal and 40 persons met death and 98 were injured.

All reports for this year show a total of 2,122 accidents, 176 of them fatal in which 199 were killed and 879 injured. The same period last year reported 2,379 accidents, 235 fatal with 280 killed and 902 injured.

Twenty-nine of the June accidents happened between 9 and 10 o'clock at night when seven persons were killed. Despite pleasure driving restrictions, most of the highway crashes came on Saturdays and Sundays, 66 on the former and 59 on the latter. Friday accounted for 63 crashes, Tuesday for 52, Wednesday and Thursday for 50 each and Monday for 46.

Exceeding the stated speed limit (35 miles per hour) still claimed top spot in the cause

for accidents during June. Eighty-two crashes and seven deaths were assigned to that cause. Failure to yield the right-of-way accounted for 74 accidents, drinking drivers for 73 accidents and eight deaths, driving on the wrong side of the road not in passing for 69 accidents and four deaths, exceeding safe speed for 31 accidents and four deaths, driver fatigued or asleep for 21 accidents and one death, improper turning or failure to signal turn for 19 accidents, following too closely for 16 accidents.

In most crashes involving the condition of cars, 40 percent had defective brakes, 17 percent were from puncture or blowouts, 13 percent from defective steering gear, 7 percent from worn-smooth tires.

Five of the 12 pedestrians killed during the month were walking in the roadway with traffic, three were jaywalking between intersections.

Ninety-four U. S. Service men were involved in 78 accidents during the month. Five of them were killed and 32 injured. In these same accidents three civilians were killed.

Duval County accounted for 128 of the June accidents, Dade for 50, Hillsborough and Orange for 26 each.

FREAK ACCIDENT ON THE HIGHWAYS

The following account of an unusual accident tends to confirm Byron's assertion: "Truth is always strange—stranger than fiction." They also tend to disprove the statement often made by automobile drivers to the effect that they keep their cars in good condition, always drive carefully and therefore never have accidents.

A motorist in Connecticut, in turning a street corner, knocked down a pedestrian and ran over one leg. To his shocked amazement, the victim struggled to an erect posture, balancing himself on one foot, while the other lay in the gutter, completely severed.

Even more amazing, the man evinced no ill effects other than outraged dignity. The driver was considerably relieved to be told by the pedestrian that the injured member was wooden. He drove the fellow home, immensely gratified that his expenses would include only the replacement of the critical limb.

However, his sense of relief was shortlived, for within a few days he was presented with papers naming him as defendant in a costly damage suit, the complaining maintaining that the breaking of his wooden leg caused him great pain in his nonexistent knee and big toe.

Such a contention appeared ridiculous until the trial, when several eminent medics testified in the peg-leg's behalf. They asserted that, although the limb was gone, the nerve fibres still existed that originally led from the missing member to the brain, and that these were quite capable of causing acute discomfort. The motorist lost the case.

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DRIVERS' LICENSES READY TO ISSUE

When county judges begin issuing 1943-44 driver's licenses about the end of this month they will have before them a record of all licenses revoked or suspended during the past year.

The State Highway Patrol compiled the list of about 2,500 names, showing the charge against the person involved, the court in which he was convicted, the date his license was revoked or suspended and his license number.

The list also was furnished to law enforcement officers and J. J. Gilliam, Director of the Department of Public Safety, said.

"We compiled this list so that in issuing driver's licenses, persons applying for driver's licenses and not being able to show licenses for the previous year may be checked for revocation or suspension. In addition, enforcement officers may check this list from time to time when making arrests to see if the person arrested is a habitual offender or if he does not have a driver's license when arrested, he may have been driving while his license is revoked or suspended. If that is the case, additional charges may be made against the offender."

Present driver's licenses will expire Oct. 1 and new licenses should be obtained before that date. Supplies of license blanks will be furnished to county judges before the end of this month.

Director Gilliam reported the patrol's two-way radio system now is in operation, with seven control stations and 40 patrol cars equipped with two-way communications. Stations are at Chipley, Tallahassee, Lake City, Camp Blanding, Jacksonville, Ocala and DeLand, and others are being set up at Fort Lauderdale, Fort Myers and Bartow. The State system also will be connected with police radios at Orlando, St. Petersburg, Tampa, Pensacola and Miami.

The system already has proved its effectiveness. Recently, near Lake City, control officers cooperated with county enforcement agencies in capturing two men wanted for murder in Louisville, Ky. Elsewhere, the radio has been used for quick distribution of information about stolen cars or about persons fleeing from arrest for crimes.

The radio makes it possible for patrolmen in all of north Florida, for example, to be notified quickly of any crime, and they can then blanket all main highways with a dragnet to capture persons wanted for committing offenses.

Gilliam explained the radio also is used by patrolmen in calling for ambulances to remove injured persons to hospitals, and for any other aids to the general public.

The patrol's report of traffic deaths continued this month to show a downward trend, with 28 fatalities in July against 30 for the corresponding month of last year. Four service men were killed in accidents and 28 were injured. Four persons engaged in war work were killed and 11 were injured.

Fifteen of the 28 fatalities occurred in rural areas and 13 in municipal areas. Twenty of those killed were white persons and eight were negroes.

SCRUB OAKS CONTAIN VALUABLE CHEMICALS

Scrub oaks, despised by most Floridians because of its habit of growing almost anywhere, have enough tannin in their bark to supply a new industry for Florida, according to Drs. E. E. Frahm and W. D. May, University of Florida chemists.

The common blackjack oak bark is 12.6 percent extractable tannin, according to their report. Turkey oak is 11.2 percent and bluejack oak 10.1 percent.

Tannin, used in converting hides to leather, is much in demand at the present time due to the fact that major sources—Japan and

the Dutch East Indies—are stopped by the war.

Chemists Frahm and May found that one stand of turkey oak near Gainesville would yield about 9,000 pounds of bark per acre. Tannin extract from this bark should gross from \$75 to \$100 per acre, they say. Oakwood, with the bark removed, is a good fuel.

Other Florida woods products tested and their tannin content included:

Saw palmetto, 7.67 percent; cabbage palmetto, 3.74; red mangrove, 10.1; black mangrove, 7.83; southern red oak, 9.03; dwarf post oak, 4.98; sand live oak, 4.36; dwarf sumac, 24.4; slash pine, 8.04; yellow pine, 5.50; pond cypress, 4.00.

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FLORIDA WOMEN DOING THEIR PART IN WAR

Florida women, both rural and urban, are now working harder than ever before to maintain their families in good health and to help win the war, according to Mary E. Keown, State home demonstration agent.

"War conditions are requiring them to exert greater physical effort and to do more planning than in the past, but they are not faltering at the additional tasks and responsibilities assigned to them," said Miss Keown. "They are endeavoring in every way to maintain the home as a strong cultural force for the good of the community, the State and the Nation.

"Florida women may well be proud of the war work they are doing. They will continue their efforts and, whenever possible, expand them until this war is won."

FLORIDA TWENTIETH IN WAR CONTRACTS

Florida ranked twentieth among the States and seventh among the Southern States in dollar value of war contracts placed through February, according to a report of the State Chamber of Commerce. Awards since June 1940 have totaled \$1,076,934,000, exclusive of foodstuffs purchases and contracts of less than \$50,000.

The chamber pointed out that 50 percent of contracts and awards were for construction of nonindustrial facilities, against 11 percent for the whole country. New industrial construction in Florida totaled \$60,707,000, or 5.6 percent of all Florida awards.

One nice thing about this group riding business is that a lot of us are finding out that grouchy neighbor next door isn't such a bad guy after all.

CAPITAL CHATTER

(Continued from page 21)

missioner of agriculture, in Jacksonville. He was 73 years old, a native of Florida and

served three terms as commissioner starting in 1912.

■ Impounded since the beginning of litigation, \$923,460 collected in taxes on gasoline sold to Federal agencies, has been turned over to the State, on order of Circuit Judge W. May Walker of Leon County. It was ruled that the tax was against dealers, not consumers and payable on all sales. It was collected between February 15 and May 17, when the legislature passed a special act exempting Federal purchases in bulk lots of 500 or more gallons.

■ Secretary of State R. A. Gray has received a reply from General Eisenhower, commander in chief of the Allied forces in the Mediterranean area, to the message of congratulations and good wishes sent by the 1943 Florida legislature.

"On behalf of the Allied forces, I assure the people of the State of Florida that we shall not relent in our united struggle until the Axis forces are crushed," the Eisenhower message said.

■ The 1,000-mark was passed in the number of persons released from prison by the Florida State Parole Commission during July. The 1,000th man was released to enter the armed forces, joining 158 other parolees already there. In making the announcement Chairman Francis R. Bridges, Jr., stated that the commission has been forced to revoke but 27 of the paroles issued.

■ Governor Holland, on vacation in North Carolina, recently was the principal speaker before the Asheville Rotary Club.

■ Bill requiring Federal agencies to comply with State laws regarding inspection and

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sale of fertilizers, seed, feed and nursery stock, killed when President Roosevelt failed to sign it following adjournment of Congress, will be reintroduced by the Florida delegation at the next session, according to Commissioner of Agriculture Nathan Mayo. "The president accepted the argument of USDA officials without making a thorough study of the situation," said Mayo.

■ Fourteen applications for permits of labor union business agents had been approved by Secretary of State R. A. Gray the first of August out of a total of 96 on file. The law, passed by the 1943 legislature, required that applications be in the hands of the Secretary of State for 30 days awaiting protests.

■ Interest on State unemployment trust funds will soon be able to pay all claims for benefits, if present conditions continue, according to Chairman Boyce A. Williams of the State Industrial Commission. Then unemployment tax collections will be set aside to pay future unemployment benefits likely after the war, he said. During April, May and June of this year \$148,474 was disbursed as benefits, Williams said, but interest on funds invested in Federal securities amounted to \$131,976, making it necessary to draw only \$16,498 from the principal fund.

■ Supreme court has ruled that the stock brokerage firm of Thompson & McKinnon must pay the State intangibles tax on amounts appearing on the company's records as indebtedness from customers dealing through its Florida agencies.

■ Sidney J. Catts, Jr., West Palm Beach, son of the late former Governor Catts, who appointed Governor Holland to his first political post in Polk County, has been appointed State attorney for the 15th judicial circuit to succeed Joe S. White who resigned to accept appointment as circuit judge. Phil O'Connell, elected to the post to take office August 1, is in military service.

■ Henry J. Driggers, commissioner of motor vehicles, has been elected president of the Southern regional unit of the American Association of Motor Vehicle Administrators.

■ Two blocks west of the State capitol and one block south of the capitol have been purchased by the State for \$164,045 for development after the war. The purchase was made from the city of Tallahassee which had acquired the property for that purpose from Internal Improvement and Workmen's Compensation reserve funds. Purchase was authorized by the last legislature. Dwellings on the properties will be allowed to remain because of the housing shortage in Tallahassee.

WITH COUNTY COMMISSIONERS

(Continued from page 22)

followed. Records are accurate and generally adequate."

■ Escambia commissioners Frank Parise, Clint Reilly, T. C. McCoy and Earl Westmark have recently returned from New York where they signed bonds for the taking over of the Pensacola Bay bridge.

■ Ruling by Circuit Judge Parks has knock-

ed out the 1943 legislative act creating a county-wide health department in Hillsborough County as unconstitutional. The board will appeal to the supreme court.

■ Cecil A. Turner, defeated for reelection to the Dade County board of commissioners, has been employed as county zoning director at a salary of \$250 a month and \$50 car allowance.

■ Citrus County commissioners have joined other citizens and groups working against

the proposal for the government to take over a large tract of land on the gulf coast and close it to hunting and fishing. The tract lies south of Homosassa.

■ Dade County recently rejected a bid of 85 from a St. Petersburg realty firm for \$44,000 worth of city of Homestead bonds. The bonds were held too good an investment for county funds.

■ All-time records for collection of taxes were broken in Monroe County during the

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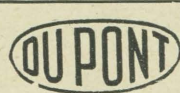
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last fiscal year. General taxation on the books amounted to \$183,659, and \$177,811 was collected. The remainder shows property sold for taxes so that the collection was practically 100 percent.

■ Pinellas County home meals are served at a cost of 12.1 cents per meal, a report to the county board shows. Most of the food served is produced on the farm.

FOURTH ESTATE

(Continued from page 11)

conclusively apparent that Florida deserves to be rationed only on the basis of tire conservation necessity and that has been established to be satisfactorily accomplished on a four-gallon-per coupon ration."

"Those who class themselves as realists," says the Titusville Star-Advocate, "will recognize this to be a herculean task (getting modification) even though, as it is authoritatively stated, Florida's gasoline storage tanks are bulging with fuel."

"Mr. Ickes," says the Florida Times-Union, "would be well advised for the sake of public morale, about which so much is being said, to evolve some equitable method of gasoline rationing that would apply equally to all without arousing resentments that only hamper and retard the war effort, even if unintentionally."

"We don't know how Mr. Ickes will react to this reasonable and logical demand," says the Orlando Sentinel, "for much depends on what he had for breakfast the day he makes his decision, but we hope it will be the most satisfactory breakfast he had in years."

WILL NOT BE ASLEEP

(Continued from page 18)

is already well progressed although announcement of steps are likely to be withheld until they are completed.

"A beginning can be made here in the State Planning Board and needed assistance to complete the job will be borrowed from State engineering talent, State agencies and private concerns," said Chairman Treadway. "Until certain specific data regarding industrial development in the State is obtained, there is no basis for estimates on the number of jobs which will be available when the war ends.

"If, however, the assumption is followed that we will revert to the employment level of 1940, there will be jobs for approximately 650,000 persons.

"It can be seen from these figures that Florida's problems involve considerably more than stabilization of the situation as it exists. Means of converting war industries in the State to peacetime operation must be found and full development of what we have in the way of natural resources to sup-

port new industries must be realized. Various civic and business organizations over the State are planning the development of post-war programs designed to stimulate business and industrial activity. Much duplication of effort can be prevented and better understanding of the problems will prevail if these plans are properly analyzed, coordinated and interwoven into an over-all program.

"Coordination of these plans and programs is a logical function of the planning board and already the heads of some of the groups involved have indicated a desire to have us act in that capacity."

The State Chamber of Commerce has long been urging efforts in behalf of the State's future tourist and industrial programs and the groups named by that agency are now at work on the various phases of development and planning. They may be expected to come up with important suggestions as data is made available and analyzed.

One of the chamber's most important groups in the post-war picture is the New Industries advisory division (pictures next month) which is headed by Courtney Campbell, vice president of the Food Machinery Corporation, Dunedin.

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gressive concerns with good management," said Chairman Campbell in a recent statement.

"Our division cannot give any industry a cut-and-dried program but we can give them information basic for their product. This compilation will be authoritative and accurate and will enable us to intelligently present to industries coming to Florida and to those already here which do not know the potentialities of our State, the information they will need.

"The compilation will be divided into two parts. The first will deal with general State information regarding the advantages of locating manufacturing plants in Florida. The second part will be devoted to pertinent information on counties and cities to enable them to choose the most advantageous location within Florida for their particular type of industry. This information, coupled with the State chamber's new industrial directory which will soon be off the press, will make an excellent tie-up for our division to work on a constructive basis."

The Owen (Florida League of Municipalities) municipal post-war reserve fund measure is getting a great reception by cities throughout the State. This measure permits cities and towns, regardless of inconsistent provisions of local laws, to:

"Establish and maintain a post-war public works reserve fund to provide funds for paying all or part of the cost of a long-range, post-war program of municipal improvements, betterments and conservation of resources, for execution by cities, towns or villages or by any public agency which such cities, towns or villages are authorized to assist by any other law, including capital acquisitions, replacements, additions, improvements, construction, reconstruction, deferred maintenance, administrative and other expenses of municipal planning and development agencies and such other purposes authorized by law."

Under the terms of the act, the municipality is authorized to set up a planning board, or authorize an existing department of the city government to "formulate, develop and annually revise a capital budget and schedule and make preliminary plans and surveys for a long-range, post-war program of municipal public works projects for execution and construction following termination of the war; to prepare and maintain current progress information on all municipal projects previously authorized or for which funds have been or may be made available, and to maintain liaison with State and Federal officials having duties and responsibilities related to planning.

ROAD DEPARTMENT MINUTES

(Continued from page 5)

County, located and surveyed and has designated the same as Project 4538 (5586) and has prepared a right of way map of said project;

NOW THEREFORE BE IT RESOLVED by the State Road Department that it hereby approves the location and survey of said project and directs that a copy of said right of way map of such location and survey certified to by the Secretary and the Chairman of the Department, be filed in the office of the Clerk of the Circuit

Court of said County and in the office of the City Clerk of the City of Orlando;

BE IT FURTHER RESOLVED that it is the judgment of the Department that the construction of said project is necessary, practical and to the best interest of the State, and that it is necessary that the right of way for the roadbed, ditches, and borrow pits for said project be acquired;

BE IT FURTHER RESOLVED by the Department that said City be, and it is hereby requested and authorized, at its own expense, in its name, by its City Commission, to secure by gift, purchase or condemnation the lands necessary for the right of way for the roadbed for said project as shown on said map or plat, together with any and all easements for drainage ditches and borrow pits that may hereafter be found and determined necessary in the construction and maintenance of said project, and to convey the same to this Department, free of encumbrance; and

BE IT FURTHER RESOLVED, that in the event the City agrees to secure the right of way for the roadbed, ditches and borrow pits for said project, that the Chairman and the Secretary of the Department are hereby authorized to execute for the Department the usual right of way contract with the City.

NASSAU COUNTY—PROJECT 4567 (DANC 28(1)—ROAD 606—RIGHT OF WAY

On motion of Mr. Stockton, seconded by Mr. Lindsey, the following resolution was adopted:

WHEREAS, pursuant to due authorization, the State Highway Engineer has had a section of State Road No. 606, in Nassau County, located and surveyed and has designated the same as Project 4567 (DANC-28(1), and has prepared a right of way map of said project;

NOW THEREFORE BE IT RESOLVED by the State Road Department that it hereby approves the location and survey of said project and directs that a copy of said right of way map of such location and survey certified to by the Secretary and the Chairman of the Department, be filed in the office of the Clerk of the Circuit Court of said County;

BE IT FURTHER RESOLVED that it

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the State, and that it is necessary that the right of way for the roadbed, ditches, and borrow pits for said project be acquired;

BE IT FURTHER RESOLVED by the Department that said County be, and it is hereby requested and authorized, at its own expense, in its name, by its Commissioners, to secure by gift, purchase or condemnation, the lands necessary for the right of way for the roadbed for said project as shown on said map or plat, together with any and all easements for drainage ditches and borrow pits that may hereafter be found and determined necessary in the construction and maintenance of said project, and to convey the same to this Department, free of encumbrance; and

BE IT FURTHER RESOLVED that in the event the County agrees to secure the right of way for the roadbed, ditches and borrow pits for the said project, that the Chairman and the Secretary of the Department are hereby authorized to execute for the Department the usual right of way contract with the County.

PINELLAS COUNTY—PROJECT 4556 (DA-WC 23(1)—ROAD 64—RIGHT OF WAY

On motion of Mr. Townsend, seconded by Mr. Stockton, the following resolution was adopted:

WHEREAS, pursuant to due authorization, the State Highway Engineer has had a section of State Road No. 64, in Pinellas County, located and surveyed and has designated the same as Project 4556 (DA-WC 23(1)) and has prepared a right of way map of said project;

NOW, THEREFORE, BE IT RESOLVED by the State Road Department that it hereby approves the location and survey of said project and directs that a copy of said right of way map of such location and survey certified to by the Secretary and the Chairman of the Department, be filed in the office of the Clerk of the Circuit Court of said County;

BE IT FURTHER RESOLVED that it is the judgment of the Department that the construction of said project is necessary, practical and to the best interest of the State, and that it is necessary that the right of way for the roadbed, ditches, and borrow pits for said project be acquired;

BE IT FURTHER RESOLVED by the Department that said County be, and it is hereby requested and authorized, at its own expense, in its name, by its Commissioners, to secure by gift, purchase or condemnation, the lands necessary for said right of way for the roadbed for said project as shown on said map or plat, together with any and all easements for drainage ditches and borrow pits that may hereafter be found and determined necessary in the construction and maintenance of said project, and to convey the same to this Department, free of encumbrance; and

BE IT FURTHER RESOLVED that in the event the County agrees to secure the right of way for the roadbed, ditches and borrow pits for said project, that the Chairman and the Secretary of the Department are hereby authorized to execute for the Department the usual right of way contract with the County.

AUTHORIZATION FOR PURCHASE OF GANDY BRIDGE AND DAVIS CAUSEWAY

On motion of Mr. Townsend, seconded by Mr. Ward, the following resolution was unanimously adopted:

WHEREAS, the State Road Department deems that it is highly advisable and to the best interest of the State that the Gandy Bridge and Davis Causeway connecting Hillsborough and Pinellas Counties over Tampa Bay be acquired and freed of tolls, and

WHEREAS, the acquisition of said Bridge and Causeway and the freeing of the same from tolls will be of immense benefit and a monumental contribution to the War effort, and

WHEREAS, the Congress of the United States has recently enacted H. R. 2798, which has been approved by the President, providing for the use of Federal Aid funds in matching State funds for acquiring toll bridges provided the same is accomplished by January 1, 1945, and

WHEREAS, it is deemed of the utmost importance that the State Road Department proceed at once to take advantage of the provisions of H. R. 2798 to effect the acquisition of said bridge and causeway by using Federal Aid funds as authorized by said Act of Congress and matching the same with State funds;

NOW, THEREFORE, BE IT RESOLVED by the State Road Department, that the Chairman and Secretary of the State Road Department, with the advice of the Attorney for the Department and with the approval of the Governor, are hereby authorized to negotiate with the appropriate Federal and State agencies and officials for the simultaneous acquisition of the Gandy Bridge and the Davis Causeway under the provisions of said Federal Act; furnish all data and information that may be required to effect such acquisition, execute and deliver, on behalf of the State Road Department, all necessary contracts, agreements, documents and papers essential to the acquisition of the Gandy Bridge and Davis Causeway; take all necessary steps, legal actions or proceedings, including payment of all necessary expenses incident to such acquisition; and to authorize and pay such purchase cost or cost of acquisition and do all other necessary things to complete the said acquisition.

ACQUISITION OF GANDY BRIDGE

On motion of Mr. Townsend, seconded by Mr. Lindsey, the following resolution was adopted:

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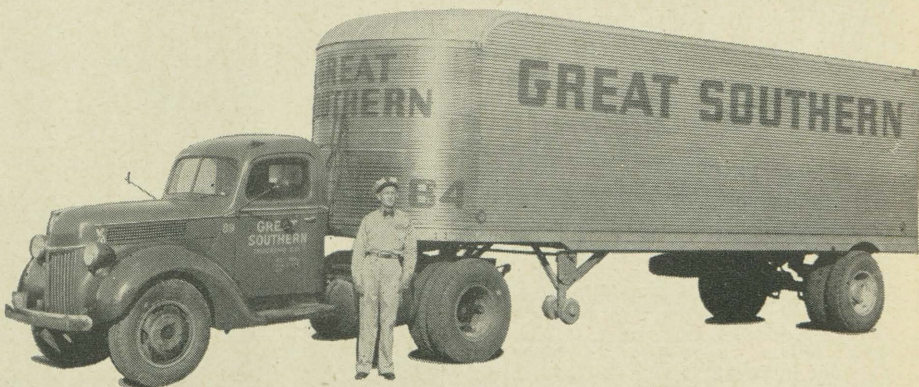
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WHEREAS, Gandy Bridge is located in Hillsborough and Pinellas Counties, Florida, and over the navigable waters of Old Tampa Bay, and

WHEREAS, the Honorable Spessard L. Holland, Governor of the State of Florida, together with accredited representatives of the State Road Department held a conference in the office of the Governor at Tallahassee with Mr. Al Gandy, principal stockholder of the Gandy Bridge Company and President of the said Gandy Bridge Company Corporation, for the purpose of negotiating the purchase of Gandy Bridge, and thereafter under date of June 19, 1942 the said Al Gandy as President of the Gandy Bridge Company advised the Governor and the representatives of the State Road Department that "they were not in position to offer the physical properties for sale or place a price thereon," and

WHEREAS, under Federal enactment authorizing the purchase and freeing of toll bridges which provides further that in the event the State shall be unable to acquire such bridge by purchase agreement or by condemnation under the laws of the State with reasonable promptness, that upon such condition the State Road Department shall certify such fact to the Federal Works Administrator and the Administrator shall have the authority to acquire and make free any such bridge which the Secretary of War or Secretary of the Navy shall certify to him will contribute to the war effort, by condemnation in a manner provided by Section 14 of the Defense Highway Act of 1941 or under Title 2 of the Second War Powers Act of 1942, subject to the condition that the Highway Department of the State shall assume one-half of the cost of acquiring such bridge by the Federal Works Administrator and to accept such bridge as acquired and thereafter maintain and operate it as a free bridge, and

WHEREAS, the Governor of the State of Florida did on February 8, 1943 advise Honorable Henry L. Stimson, Secretary of War, Honorable Frank Knox, Secretary of the Navy and Rear Admiral E. S. Land, Chairman, Maritime Commission, that: "Under its Constitution and laws the State of Florida cannot acquire any possession of property condemned until after trial and the entry of judgment and the payment of the full amount provided in such judgment. Such litigation, of course, would entail a delay of at least months and, perhaps, of years. Consequently, the only possible way of securing title to the Gandy Bridge within any reasonable time would be for the Federal Government to bring condemnation proceedings, instituted preferably under War Powers Act No. 2, and pay the condemnation award," and

WHEREAS, the said Gandy Bridge serves the approved System of Federal Aid Highways in the State of Florida,

NOW, THEREFORE, BE IT RESOLVED that the State Road Department does hereby certify to the Federal Works Administrator, Washington, D. C., that: It has been impossible to acquire by purchase agreement Gandy Bridge and that condemnation under Florida Law with reasonable promptness would be impossible and therefore the said State Road Department requests the Federal Works Administrator to immediately institute condemnation under such provision of Federal authority as provided by Act of Congress H. R. 2798 approved July 13, 1943 that would gain immediate possession of said property. The said State Road Department agrees to pay to the Federal Works Administrator or his order one-half of the cost of acquisition and also agrees to accept said Gandy Bridge after it is acquired and thereafter to maintain and operate it as a free bridge. The Department further agrees that the Federal Works Administrator shall supply the remaining one-half of cost of acquisition from the unobligated balance of the Federal Aid Regular and Secondary funds allocated to the State of Florida.

PURCHASE OF DAVIS CAUSEWAY

On motion of Mr. Townsend, seconded by Mr. Ward, the following resolution was adopted:

WHEREAS, the State Road Department of Florida has negotiated with the owners of Davis Causeway which is located in Hillsborough and Pinellas Counties, Florida, and over the navigable waters of Old Tampa Bay and have received from the said owners a firm offer to sell at an

agreed price which is now subject to confirmation by the Public Roads Administration, and

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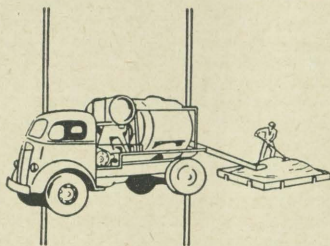
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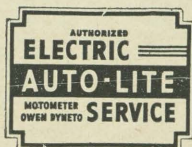
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WHEREAS, the said Causeway serves the approved System of Federal Aid Highways in the State of Florida and as such will become available for purchase under the terms of a Federal Statute No. 146 adopted by the 75th Congress, Chapter 236—1st Session, H. R. 2798 and under the provisions of the said Statute and upon approval by the Federal Works Administrator not to exceed 50 percent of the current reasonable value of the bridge exclusive of right of ways shall be paid from Regular or Secondary Federal Aid Road Funds apportioned to the State of Florida, and

WHEREAS, the State Road Department of Florida is now ready to complete the said purchase by agreement of the Davis Causeway provided the Federal Works Administrator shall approve the use of unobligated Regular and Secondary Federal Aid Road Funds for 50 percent of the amount of said purchase price as finally determined by the joint appraisal of Federal Works Administrator and the State Road Department in accordance with the terms and conditions of said Federal Statute,

NOW, THEREFORE, BE IT RESOLVED, that the State Road Department of Florida does hereby request approval of Federal Works Administrator for purchase of Davis Causeway and request that the said Federal Works Administrator shall immediately proceed to establish the value of physical property, exclusive of right of ways and when agreed to by the Department apply sufficient funds from the unobligated balance of the Federal Aid Regular and Secondary Road Funds allocated to the State of Florida for the payment of 50 percent of the current reasonable value of the physical property, exclusive of right of ways.

BE IT FURTHER RESOLVED, that the State Road Department hereby agrees to appropriate a sufficient amount from the funds of the State Road Department to pay the balance of the cost of said Causeway and further agrees to accept said Davis Causeway and thereafter maintain and operate it as a free bridge.

CLAIM OF F. A. BLACK

On motion of Mr. Stockton, seconded by Mr. Lindsey, the following resolution was adopted:

BE IT RESOLVED that the claim of F. A. Black of Panama City in connection with right of way along Road 10 on Gulf Beach in Bay County, as presented to this Department by Attorney LeRoy Collins in letter date July 23, 1943, be referred to the Chairman for investigation and disposition.

BE IT FURTHER RESOLVED that the Chairman and the Secretary be and they are hereby authorized to execute any papers necessary to such amicable adjustment of this claim as the Chairman deems proper.

DEATH OF LT. SAMUEL A. EGGERS, JR.

On motion of Mr. Townsend, seconded by Mr. Ward, the following resolution was adopted:

WHEREAS, Lt. Samuel A. Eggers, Jr., of Gainesville, Florida, prior to his entering the armed forces of the United States was an employee of the State Road Department of Florida, in the Division of Tests; and

WHEREAS it has come to the attention of the Department that he has paid the supreme sacrifice in line of duty in the service of his country,

NOW, THEREFORE, BE IT RESOLVED that this Department deeply regrets the loss of this brave and loyal American and valued employee, and does hereby extend to Mrs. Eggers and other surviving relatives the deepest sympathy in their sad loss.

BE IT FURTHER RESOLVED that a copy of this resolution be furnished to his wife and a copy to the Gainesville Press, and that it be spread upon the permanent minute records of this Department.

ROAD 10 AT PANAMA CITY SHIPYARDS

On motion of Mr. Lindsey, seconded by Mr. Townsend, the following resolution was adopted:

WHEREAS, this Department, by resolution of May 22, 1942, agreed to close that portion of Road 10 lying within the yards of the Panama Shipbuilding Company, under terms set out in the said resolution; and

WHEREAS, the J. A. Jones Construction Company, Inc., has purchased and is now the owner of the said shipbuilding plant, operating under the supervision of the U. S. Maritime Commission,

NOW, THEREFORE, BE IT RESOLVED that the Chairman and the Secretary of this Department be and they are hereby authorized to execute a deed conveying the right of way of the closed section of Road 10 lying within the site of the shipbuilding plant, to the said J. A. Jones Construction Company, Inc., PROVIDED the said J. A. Jones Construction Company, or the City of Panama City, Florida, shall agree to maintain all of the old road lying East and West of the shipyards up to the intersections with the new bypass road.

CLOSING OF ROAD 140 AT BOCA RATON BRIDGE

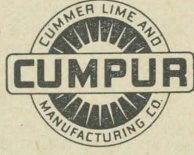
On motion of Mr. Lindsey, seconded by Mr. Townsend, the following resolution was adopted:

WHEREAS, the Chairman and the Secretary of this Department have executed on behalf of the Department, a permit agreement with the War Department of the United States, giving it permission to close the Boca Raton Bridge on State Road 140 over Lake Boca Raton, in Palm Beach County, Florida, and to remove a portion of the bridge, which permit agreement reads as follows:

THIS PERMIT by and between the State Road Department of Florida, and the United States of America, acting

through the War Department of the United States, WITNESSETH:

THAT WHEREAS, on the 7th day of June, A. D. 1943, the State Road Depart-



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ment of Florida received from the State Defense Council of Florida a certificate, exact contents of which are as follows:

**"CERTIFICATE OF THE STATE
DEFENSE COUNCIL**

**STATE OF FLORIDA
COUNTY OF LEON—SS**

Under authority of Chapter 20674, Laws of Florida, Acts of 1941, the State Defense Council of the State of Florida has determined and does hereby certify that:

1. The Florida Subsector Eastern Defense Command, which is situated in Palm Beach County, Florida, is a defense area expedient to the promotion of state and national defense and the war effort.

2. It is expedient to the promotion of state and national defense and the war effort that permission be given by the State Road Department of Florida to the War Department of the United States of America to close the Boca Raton bridge located within the defense area of said Florida Subsector Eastern Defense Command, said bridge being a link in Florida State Road 140, extending over Lake Boca Raton, and to remove a portion of the bridge consisting of the 3rd, 4th and 5th spans immediately west of the draw span in order to permit uninterrupted travel of crash boats based on the intra coastal waterway and operated in connection with the United States Army Airfield at Boca Raton and for other military purposes; PROVIDED such closure and removal shall only be permitted under arrangements satisfactory and agreeable to the State Road Department of Florida.

It is directed that this certificate be forthwith transmitted to the State Road Department of Florida in Tallahassee, Florida.

IN WITNESS WHEREOF, the State Defense Council affixes its seal and subscribes its name by its Chairman and its Executive Director hereunto duly authorized, this 7th day of June, A. D. 1943.

STATE DEFENSE COUNCIL

By Spessard L. Holland
Chairman.

(SEAL)

Geo. L. Burr, Jr.,
Executive Director.

NOW, THEREFORE, the State Road Department of Florida, pursuant to the authority and direction of said certificate recited above, does hereby give and grant the War Department of the United States, permission to close to vehicular traffic the Boca Raton bridge on State Road 140, over Lake Boca Raton, in Palm Beach County, State of Florida, and to remove a portion of the bridge, consisting of the 3rd, 4th and 5th spans immediately west of the draw span in order to permit uninterrupted travel of crash boats based on the Intracoastal Waterway and operated in connection with the United States Army Airfield; PROVIDED, HOWEVER, such permission is granted upon and subject to the following conditions:

1. That the War Department will assume all costs incurred by it in connection with the removal of said spans.

2. That the War Department and the United States Engineers will be responsible for the maintenance and protection of the remaining unremoved portions of said bridge, and will protect same by the installation of a system of dolphins, and provide all necessary warning signs, lights, signals and guards to prevent vehicular traffic and civilian pedestrians from entering upon or using the remaining portions of said bridge, or being injured thereby.

3. That the War Department and the United States Engineers will be responsible for any interference with navigation that may result from the closing of said bridge or the removal of any portion thereof.

4. That the War Department will rebuild the bridge at its expense immediately after the completion of the dredging (which

is now underway) of a channel through the Boca Raton Inlet, or will rebuild or provide for the rebuilding of the bridge immediately after the elapse of six months after the war, and after rebuilding the bridge, will return it to the custody, control and maintenance of the State Road Department, such rebuilding of the bridge to be performed in a manner satisfactory and acceptable to the State Road Department; PROVIDED, that the War Department may either rebuild the bridge or enter into special arrangement with the State Road Department for the State Road Department to rebuild the bridge within the time limits above stated, but in either event the costs of such rebuilding shall be paid by the United States of America.

IN WITNESS WHEREOF, the State Road Department of Florida has caused this instrument to be duly executed this 12th day of June, A. D. 1943, at Tallahassee, State of Florida.

**STATE ROAD DEPARTMENT OF
FLORIDA,**

By Thos. A. Johnson,
Chairman.

ATTEST:
(SEAL)

H. H. Baskin,
Secretary.

ACCEPTED this 14th day of June, A. D. 1943.

**UNITED STATES OF AMERICA,
WAR DEPARTMENT**

By: L. E. Reed,
Major, Corps of Engineers,
Executive Assistant.

NOW, THEREFORE, BE IT RESOLVED by the State Road Department, that the action of the Chairman and the Sec-

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retary in executing in behalf of the State Road Department the foregoing permit agreement with the War Department of the United States, be and the same is hereby ratified, approved and confirmed.

RIGHT OF WAY ON HOGAN ROAD, DUVAL COUNTY

On motion of Mr. Stockton, seconded by Mr. Lindsey, the following resolution was adopted:

WHEREAS, the Board of County Commissioners and numerous property owners in Duval County have petitioned this Department to modify its plans for the proposed reconstruction of the Hogan Road, so as to reduce the width of the right of way requested through a section about three quarters of a mile long between Love Grove Road and Parental Home Road,

NOW, THEREFORE, BE IT RESOLVED that the Department acknowledges receipt of this request, and advises that while no construction can be undertaken on this road at this time, the Department is inclined to concede the merits of this request and to approve the limitation of the width of the right of way through this section to that already existing.

SUPPLEMENTAL AGREEMENT— CONTRACT ON ROAD 8, HAINES CITY

On motion of Mr. Townsend, seconded by Mr. Stockton, motion was unanimously carried to authorize a supplemental agreement with M. C. Caddell, Contractor on Project 5209(3), Road 8 in Polk County, through the City of Haines City, to include the building of sidewalks as far as Langston's Corner, at the present contract price for sidewalks.

INTRA-COASTAL WATERWAY BRIDGE ON ROAD 396

Mr. Lindsey asked the Board to consider maintenance of the bridge on Road 396 in Palm Beach County.

On motion of Mr. Ward, seconded by Mr. Stockton, it was agreed that the Intra-Coastal Waterway Bridge on Road 396 in Palm Beach County be not taken over for maintenance at this time.

ROAD 4 THROUGH LAKE PARK

Consideration was given to the request of the Town of Lake Park for the widening of Road 4 to a 4-lane highway through said town. It was agreed that such a change in the plan would convert the proposed maintenance project into a construction job, requiring the approval of the War Production Board, and it was the opinion of the Board that this could not be obtained.

RESIGNATION OF RICHARD W. ERVIN, JR.

On motion of Mr. Stockton, seconded by Mr. Lindsey, the following resolution was unanimously adopted:

WHEREAS, this Board has received the resignation of Richard W. Ervin, Jr., Assistant Attorney for the Department since June 1, 1935, and

WHEREAS, Mr. Ervin has rendered commendable service at all times, has performed his duties in a careful, skillful and diligent manner, and by his gracious personality and steadfast devotion to his work has won the highest esteem of the Members and employees of the Department,

NOW, THEREFORE, BE IT RESOLVED that the resignation of Mr. Ervin is accepted with keen regret, and assurance is hereby given to him that he carries the best wishes of the State Road Department as he enters his new employ.

BROWARD COUNTY

County Commissioner C. B. Smith of Broward County came before the Board and asked consideration of the postwar planning program which his county expected to present to the Road Board later. He stated that they joined with Dade County in welcoming the Board to that Section of the State, and he extended an invitation for a meeting to be held in Broward County.

RESOLUTION OF THANKS

On motion of Mr. Stockton, seconded by Mr. Ward, the following resolution was adopted:

BE IT RESOLVED that this Board desires to express and record in the minutes its gratitude for all the courtesies extended to the Members, officials and employees attending this meeting and making

the proposed inspection trip on the Overseas Highway, particularly by the Belcher Oil Company and Mr. O. G. Lindsey, and El Comodoro Hotel in Miami and La Concha Hotel in Key West for furnishing accommodations under serious difficulties.

ADJOURNMENT

The meeting adjourned, subject to call by the Chairman.

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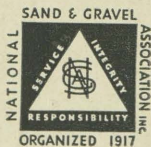
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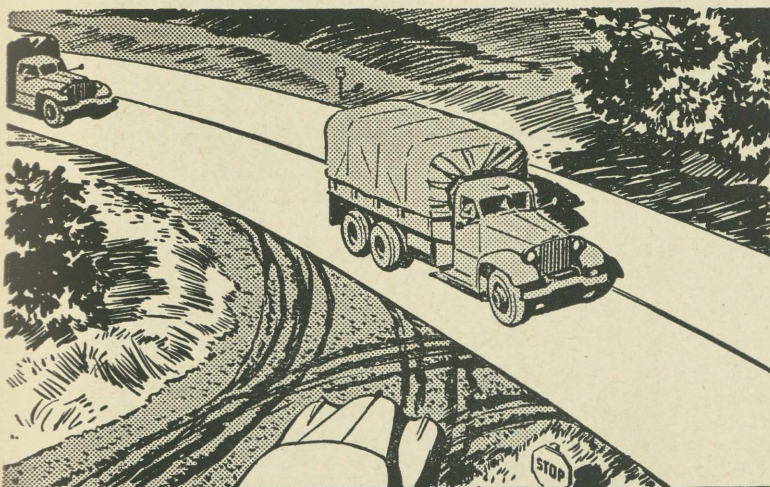
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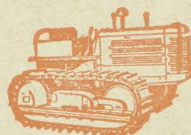
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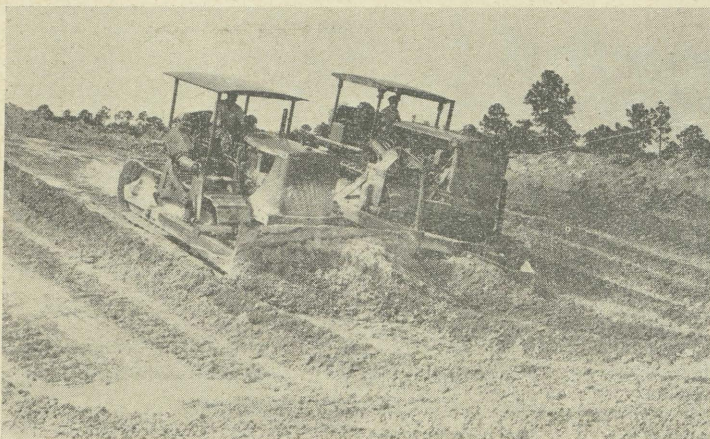
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